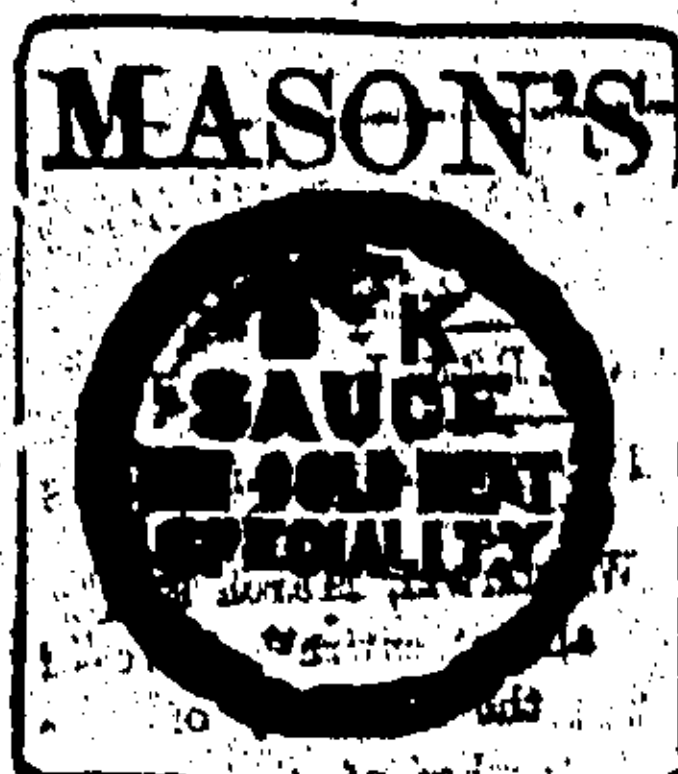




Hongkong Daily Press

ESTABLISHED 1857

MANY WOMEN TO-DAY
 NOT ONLY RELIEVE
 THEIR EYES FROM OVERSTRAIN
 BUT THEY
 IMPROVE THEIR PERSONAL
 APPEARANCE
 LAMAR'S RIMLESS GLASSES
 28, Queen's Rd. Cent., Hongkong.

No. 19,308 號八零百三千九萬一第 日一初月三年申庚 HONGKONG, MONDAY, APRIL 10TH, 1920. 一拜禮 號次十月四年九國民華中 PRICE, \$3 PER MONTH.

PORTLAND CEMENT
 In Casks 275 lbs net
 In Bags 250 lbs net
SHEWAN TOMES & CO.
 General Managers.

GIN
CALDBECK'S
OLD TOM & DRY.
JAS. COUTTS & CO.
OLD TOM & DRY.
BOORD & SON
OLD TOM & DRY
SOLE AGENTS:
CALDBECK,
MACGREGOR & CO.
 18, QUEEN'S ROAD CENTRAL.
 Telephone No. 74.

CARTRIDGES! CARTRIDGES!
NEWLY ARRIVED.
SPORTING CARTRIDGES.
 12, 10 and 20 bore. Loaded
 with E. C. Powder, a powder
 which gives universal satisfaction.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE.
 Nos. 5-6, Des Voeux Road, Central.

A LING & CO.
 18, QUEEN'S ROAD CENTRAL,
 Hongkong.
FURNITURE AND PHOTO GOODS
STORE.
 GLASS ETCHING, SIGN BOARD AND
 MIRROR MAKING.
 CANTON MARKET IN VARIOUS SHAPES.
 Photographic Goods of Every Description
 in Stock.
 DEVELOPING PRINTING AND ENLARGING
 UNDERTAKEN.
 TELEPHONE 1210.

JUST ARRIVED
 A CONSIGNMENT OF
MESSRS. SHANKS & CO., LTD.

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN.
ABOVE AND BELOW WATER
LINE.

C. E. WARREN & Co., Ltd.
 20 & 22, Des Voeux Road, Central.
 Established 1900.

FRENCH LESSONS
 M. MOUSSON,
 11, Des Voeux Road.

KOWLOON-CANTON RAILWAY.

On and after WEDNESDAY, April 14th, 1920, until further Notice
 (All previous Time Tables cancelled.)

DOWN TRAINS.																				
Stations	No. 7 Local.	No. 8 Through Express.	No. 9 Local.	No. 10 Through Stiv.	No. 11 Through	No. 12 Through Express.	No. 13 Local.	No. 14 Local.	No. 15 Local.	No. 16 Through	No. 17 Local.	No. 18 Through	No. 19 Local.	No. 20 Through	No. 21 Local.	No. 22 Through	No. 23 Local.	No. 24 Through	No. 25 Local.	No. 26 Through
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CANTON (Tai Sha Tau) dep.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
SHIAHLONG	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Shun Choa	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Shun Choa	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15	1.15
Shun Choa	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Shun Choa	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Shun Choa	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30
Shun Choa	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35	1.35
Shun Choa	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40
Shun Choa	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45
Shun Choa	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Shun Choa	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55	1.55
Shun Choa	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Shun Choa	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05
Shun Choa	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10	2.10
Shun Choa	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15	2.15
Shun Choa	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.20
Shun Choa	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25	2.25
Shun Choa	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30	2.30
Shun Choa	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35	2.35
Shun Choa	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40	2.40
Shun Choa	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45	2.45
Shun Choa	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Shun Choa	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55	2.55
Shun Choa	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Shun Choa	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05	3.05
Shun Choa	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10	3.10
Shun Choa	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15	3.15
Shun Choa	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
Shun Choa	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25	3.25
Shun Choa	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30	3.30
Shun Choa	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35
Shun Choa	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40
Shun Choa	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45	3.45
Shun Choa	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
Shun Choa	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55	3.55
Shun Choa	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Shun Choa	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05	4.05
Shun Choa	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10	4.10
Shun Choa	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15	4.15
Shun Choa	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20	4.20
Shun Choa	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25	4.25
Shun Choa	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30	4.30
Shun Choa	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35	4.35
Shun Choa	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40	4.40
Shun Choa	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45	4.45
Shun Choa	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50
Shun Choa	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55	4.55
Shun Choa	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Shun Choa	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05	5.05
Shun Choa	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10	5.10
Shun Choa	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15	5.15
Shun Choa	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20	5.20
Shun Choa	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25	5.25		

COMPANY MEETING.
GANDE PRICE & CO., LTD.

The thirteenth ordinary meeting of Messrs. Ganda Price & Co., Ltd. was held at the Company's Office, 8, Queen's Road Central, on Saturday morning. Mr. S. C. Pank presided and there were present: The Hon. Mr. Lau Chu Pak, Mr. C. H. Lyson, (Directors), Mr. C. Bond, Secretary, Messrs. J. J. Blake, D. Rum-jahn, Chow Tung Sang, Chu Wood Man.

The CHAIRMAN said:—Gentlemen:—The nett profit for the year under review amounts to \$32,040.57, and although this is a large decrease on the previous year, I am confident you will agree with me that we have had under adverse circumstances a very satisfactory year. The decrease in the profits is not due to decreased sales, but to a much lower percentage of profits earned. Owing to the very large stock which was carried at the end of 1918, advantage could not be taken of the rapid upward tendency of exchange. At the same time we could not make market rates, and must abide by the prevailing prices, as we could not hold our stocks and lose touch with the market. The balance of \$5,719.83, brought forward from credit of profit and loss account for 1918 makes a total credit of \$37,760.55 which your directors recommend should be appropriated as shown in the report now in your possession. After paying a dividend of \$1 per share, which will absorb \$18,105, they deem it advisable to further strengthen the stock reserve account by transferring the sum of \$15,000, thus bringing up the total to \$35,000. This sum together with the general reserve of \$20,000 makes a total of \$55,000 which we hope will enable us to meet any future competition and also place us in position to face any emergency. The balance of \$4,655.55 has been carried forward to this year's account, and I sincerely trust that with this reserve at our disposal, we shall be in a position to meet competition and advance our sales during the current year. Gentlemen, in conclusion, I beg to move a vote of thanks to the management for the able manner in which they have looked after our interests in the past, and I trust, with their co-operation, we shall have, if not better, as good results to place before you at our next annual meeting. With these few remarks, I have much pleasure in proposing the adoption of the report and statement of accounts.

Mr. J. J. BLAKE: I have much pleasure in seconding that. There is only one thing, Mr. Chairman, in the accounts, I don't see that there has been any bonus given to the staff which I think should be placed in the accounts and I would suggest at this meeting that the same bonus be given to the staff as was given last year. I understand, Mr. Chairman, that you are sitting in the office and are really the director of the firm; you run the firm ably and well, but still at the same time you must understand that you have a staff that is working for the interests of the shareholders and directors and I think it is only fair to the staff to get a bonus for the work they have done. You take into account that you have got in the Chartered Bank the large amount of \$37,000 odd balance and out of that I do not suppose it would cost more than \$4,000 to give to the staff a little bonus and I propose now at this meeting that the staff get the same bonus as they got last year.

The CHAIRMAN: The question of bonus has been under careful consideration of the Board of Directors. After mature consideration it was decided to give the staff one month's extra pay as bonus. We quite appreciate their good service and in view of the small balance that we have compared with the previous year we thought it wise and sufficient to pay the staff one month's extra pay as their bonus. You see the rate of exchange at the time that we bought the stock was about two shillings per dollar and now the rate has gone up to 5s. We must provide a substantial reserve for depreciation in our stock. As directors we have the interests of the staff and the Company at heart.

Mr. BLAKE: Mr. Chairman, that is quite all right. I quite agree with all you have said. At the same time you have a good staff in Messrs. Ganda Price & Co. and why lose their services by not giving them the same bonus as last year? You understand you have a strike on in Hongkong and I am positive that if anything is taken away from your staff you are going to lose some money from the result. I would make a proposition, and I am thoroughly conversant with it, that by giving the staff the same bonus as last year you are going to make further profits in the forthcoming year.

(Continued at foot of next column.)

COMPANY REPORTS.

FAR EASTERN INSURANCE CO.

At the annual general meeting of shareholders of the Far Eastern Insurance Co., Ltd., to be held at Shanghai on the 28th inst., the Directors will recommend the payment of a dividend of 8 per cent. to shareholders.

SHANGHAI GAS CO.

The Directors of the Shanghai Gas Co., Ltd. have decided to recommend payment of a dividend for 1919 of Tls. 3 per share, being at the rate of 4 per cent. on the paid up capital, and that Tls. 143,454.46 be set off for depreciation of Buildings, Plant, and Stocks of Fittings and Tls. 14,944.35 carried forward to next account.

IMMEDIATE LANDLORD
DEFINED.

INTERESTING POINT OF LAW.

At the Magistracy, on Saturday, the hearing was concluded in the case in which the landlord of No. 43, Lower Lascar Row was charged with allowing the first floor of his premises to be used as a brothel.

Mr. E. Davidson, who appeared for the defendant, submitted at the previous hearing that the defendant was not the immediate landlord of the premises, and, therefore, was not responsible for any illegal acts committed in it. The immediate landlord was the principal tenant who received the rent.

The Police submission was to the effect that as defendant has been served with the summons by the Secretariat for Chinese Affairs, it proved that he was the immediate landlord of the premises as his name was registered as such.

At Saturday's hearing a clerk of the Secretariat for Chinese Affairs said that the defendant was the registered landlord of the whole house. He was registered on March 16th, 1911. The last tenant of the first floor of the house registered was To Tai; he was registered on September 21st, 1917. Replying to further questions, the witness said it was the custom to register, in every case, the landlord of a house, and the principal tenant of every floor of the house. It was the duty of witness to receive notices from the Police, and order a district watchman to serve them on the landlord of houses, against a tenant of which a charge was made under the Women and Girls' Protection Ordinance. It was the custom always to serve such notices on the registered landlord, and not on the registered principal tenant.

Mr. T. H. King, Assistant Superintendent of Police, said he had another witness to call, but before doing so, he would like to address the Magistracy on the point of landlord and "immediate" landlord. He understood Mr. Davidson was going to argue that the principal tenant of the house was the immediate landlord. According to practice in the office of the Secretary for Chinese Affairs, notices had always been served on the registered landlord, who was presumed to be responsible for what went on in the house owned by him. In every case, such notices, when served, were accepted by the landlords. Mr. King then referred the Magistracy to section 124, and section 14, of the Women and Girls' Protection Ordinance under which the case was brought, and submitted that under the definition in section 14, the landlord of the house was responsible for what went on in the house. He understood Mr. Davidson was going to argue that the principal tenant of the house was the immediate landlord. According to practice in the office of the Secretary for Chinese Affairs, notices had always been served on the registered landlord, who was presumed to be responsible for what went on in the house owned by him. In every case, such notices, when served, were accepted by the landlords. Mr. King then referred the Magistracy to section 124, and section 14, of the Women and Girls' Protection Ordinance under which the case was brought, and submitted that under the definition in section 14, the landlord of the house was responsible for what went on in the house.

The CHAIRMAN: You have to give due notice if you are going to make a motion like this. Mr. BLAKE: To the directors? The CHAIRMAN: Yes, to the Secretary. Mr. BLAKE: Then I will give you notice that I will make a proposition to the directors of Messrs. Ganda Price & Co. that the staff get the same bonus as last year.

The CHAIRMAN: Your proposal will be laid before the Board of directors later on. The report and statement of accounts were adopted, on the proposition of the CHAIRMAN, seconded by Mr. BLAKE. The Hon. Mr. Lau Chu Pak was re-elected Director, on the proposition of Mr. Bond, seconded by Mr. BLAKE. Mr. C. H. Lyson was re-elected on the proposition of the CHAIRMAN, who said:—I wish to state that it is with deepest regret we have to record the death of our Mr. Chan Kai-ming. I am confident I am expressing your sentiments when I state that we deeply deplore the loss of so valuable a head of the Company. Messrs. Lowe Bingham and Matthews were re-elected auditors at the same remuneration as last year on the proposition of the Hon. Mr. Lau Chu Pak. The CHAIRMAN announced that dividend warrants were ready, and, there being no further business, the meeting terminated.

ADMISSION TO OXFORD
AND CAMBRIDGE.CONCESSIONS GRANTED TO
HONGKONG UNIVERSITY.

Mr. N. Teesdale Mackintosh, Registrar of the University of Hongkong writes:—

I have the honour to submit herewith copy of a decree passed at a congregation of the University of Oxford held on March 2nd, 1920, at Oxford.

"That the University of Hongkong be admitted to the privileges of Stat. Tit. 11 Sect. VIII. on Colonial and Indian Universities, so far as it relates to the status and privileges of colonial junior students."

The effect of this privilege, which is now being granted to the University of Hongkong is that any graduate from this University may enter the University of Oxford without passing Responsions or any other entrance examinations; and, moreover, may proceed to the degree of B.A., Oxford, by a period of study and residence of 2 years at Oxford instead of 3 years.

I further beg to enclose a copy of a report issued by the Council of the Senate of the University of Cambridge on the affiliation of the University of Hongkong. The effect of this affiliation is that any graduate of the University of Hongkong who has passed either in Latin or Classical Chinese at any of the examinations held at the Hongkong University may enter the University of Cambridge without taking any of the parts of the previous examinations and may proceed to his Degree at Cambridge after a period of study and residence of 2 years instead of 3.

(Copy.)

REPORTS.

Report of the Council of the Senate of the University of Cambridge on the Affiliation of the University of Hongkong: March 1st, 1920.

The Council of the Senate beg leave to report to the Senate as follows:— They have received from the Registrar of the University of Hongkong a request for the affiliation of that University to the University of Cambridge.

The Council have considered the regulations of the University of Hongkong, and they are of opinion that the application should be granted subject to the conditions set forth below:—

I.—That the University of Hongkong be adopted as an Institution affiliated to the University.

II.—That any graduate of the University of Hongkong who has in accordance with the regulations of that University, satisfied the examiners either in Latin or Classical Chinese in any one of the examinations required for his degree be entitled to be admitted to the privileges of affiliation.

(Signed) P. Giles, Vice-Chancellor, W. L. Morrison, H. D. Anderson, T. C. Fitzpatrick, Joseph Larmor, W. R. Sorley, A. C. Seward, T. R. Wood, E. St. John Parry, Walter Durnford, J. N. Keynes, J. B. Tanner, H. D. Hazlitt, J. H. Gray, H. McLeod Innes, H. J. Edwards.

THE SHANGHAI RATEPAYERS'
MEETING.

BUSINESS DONE.

The reports of the proceedings at the annual meeting of ratepayers at Shanghai run into so many columns in the Shanghai papers that they could not be given in a single issue.

We take from one of our contemporaries the following summary of what was done:—

Approved the creation of a Chinese Consultative Committee.

Refused to sanction the addition of three Chinese members to the Municipal Council.

Adopted the report and recommendations of the Vice Commission against the approval of the Council.

Received and adopted the report of the committee which investigated the Shanghai Volunteer Corps also against the opinion of the Council.

Sanctioned the extensive programme planned by the Electricity Department.

Adopted the 1920 budget and authorised a loan issue of Tael 4,800,000.

Voted against flotation of gold loans for Electricity Department contracts.

Decreed that Electricity consumers supplied in bulk must subscribe to Municipal Loan issues.

Defeated the motion that premium bonds are not to be issued without express sanction of ratepayers.

Voted to pay permits to carry firearms.

Tabled the report of the loan redemption committee.

Passed a vote of thanks to Commandant T. E. Trueman of the S.V.C.

Voted to re-assess land in the Settlement.

FLAGS OF THE NEW STATES.

The French Minister of Marine has issued a Note describing the flags of the new States which have been recognized by the Allies, and which will consequently be entitled to recognition at sea and in port.

Letland has adopted horizontal stripes of red, white, and red.

Esthonia has blue, black, and white in horizontal stripes.

Georgia has a striking flag in rich crimson, with a rectangle, half black and half white, in the upper corner.

The Hedjaz has black, green, and white in horizontal stripes.

MOTOR CAR CONSTRUCTION
IN AMERICA.

7,801,523 CARS REGISTERED!

Our American contemporary Motor in its New York Show number has gone to the trouble to crystallize into figures and diagrams an analysis of American car construction at the present moment. The figures given are most interesting from the point of view of both the English purchaser and the British manufacturer. The average price of all chassis in America is 2,440 dollars (\$275). It is confidently anticipated that this average will be increased by 100 dollars (\$27) within the next few months. Of all cars offered for sale 57.9 per cent. are fitted with six-cylinder engines, 30.9 per cent. with four-cylinder engines, 7.9 per cent. with engines having eight cylinders, while twelve-cylinder cars only make up 2.3 per cent. of the total. No fewer than 88.8 per cent. of the cars manufactured in the U.S.A. are fitted with the vacuum system of fuel feed, gravity and pressure being each 5 per cent.

As regards the types of engine fitted, those having an L head are in the majority, 81.8 per cent. being fitted with this form of combustion chamber. There is a noticeable increase in the number of engines fitted with overhead valves, their number having increased from 12 per cent. in 1906 to 32.9 per cent. in 1920. The detachable cylinder head is practically universal where a monobloc engine is fitted.

The most popular form of lubrication is a combination of force and splash, in which the main bearings of the crankshaft are lubricated under pressure, while the big ends, camshaft, pistons, etc., are lubricated by oil splashed from troughs under the big ends. Engines fitted with this form of lubrication constitute 70.8 per cent. of the total. As regards cooling, pump circulation of the water obtains in 67.8 per cent. of the cars manufactured, the remainder being thermosyphonically cooled.

The leather or fabric cone clutch is rapidly becoming obsolete in the States. Only 11.1 per cent. of the clutches in use on the cars are of this pattern, the remainder being of the disc or plate type.

A very noticeable tendency in the past few years of car construction in the States is that of allowing the rear springs to take the whole of the torque and braking stresses. Instead of enclosing the propeller shaft in a torque tube, or by incorporating other devices for absorbing the braking and driving stresses, the American tendency is to allow the springs to discharge both functions; 70.8 per cent. of American productions incorporate this principle. The chief incentive is to lower the cost of production.

BRITISH AND AMERICAN
MOTOR INTERESTS UNITE
TO BUILD ALL-BRITISH
AUTOMOBILE.

John N. Willys, the motor-car salesman who turned £70 into £16,000,000 in nine years, to-day President of the Willys-Overland Company of Toledo, Ohio, U.S.A., and many subsidiary companies, is now President of a new British-American motor-car company which will manufacture all-British Overland Cars at Heaton Chapel, Manchester.

Willys Overland Crossley Limited, a company representing an association of two leading American and British motor-car interests—the Willys-Overland Company of Toledo, Ohio, U.S.A., and the company of Crossley Brothers Limited, of executives of Crossley Brothers Limited, Gorton, Manchester, will make the latest Overland Four Model from start to finish, using British labour and materials as far as possible.

Thus for the first time in motor-car history American interests have gone across the sea to combine American capital and brains with British, in a company of which the majority of shareholders are British, and which is solidly working British industry. The new company has adopted the most successful American methods of mass production, a system of standardisation of parts whereby the greatest economy and efficiency are attained at a minimum cost.

At the outset, the Willys-Overland Company of America will supply parts necessary for immediate requirements in assembling cars. It is expected, however, that the new Overland factory at Heaton Chapel will be producing all the parts for Overland cars within the next year.

The new company will supply first the requirements of the British market, and, later, a large percentage of the export demand. It is expected that more than 7,000 cars already on order, will be delivered in the British market during 1920.

The story of how Mr. Willys induced all the small change in his hotel, and so raised the £70 necessary to meet the factory pay-roll and save the company, later raising £1,500 from his friends to keep the Overland factory in production, and, having acquired the factory, set it on its feet and built it up to its present mammoth proportions, reads like the most fantastical Harum-el-Raschid romance.

To-day the Willys-Overland plant at Toledo occupies 120 acres of floor space, and over 30,000 people are employed. It has railway trucks covering more than twelve and a half miles, and the traffic department has handled as many as 1,000 large railway trucks loading and unloading in one day. The 1920 programme of the Willys-Overland Company is arranged for the production and marketing of more than 200,000 cars of the well-known Overland four model, the new light-weight car for which important economy and comfort features are claimed as a result of its special three-point spring suspension. This is an output of approximately 700 motor-cars a day. The total number of cars made since the company's inception exceeds 800,000.

Talking of the new company, Mr. William M. Letts, O.B.E., one of the pioneers of the British automobile industry, said: "The demand for popular-priced motor-cars in this country, both for private and commercial purposes, is unprecedented; practically every manufacturer has his output booked far ahead, and is unable to fill the demand. Yet, taking the long view, the competition of the imported

(Continued at foot of next column.)

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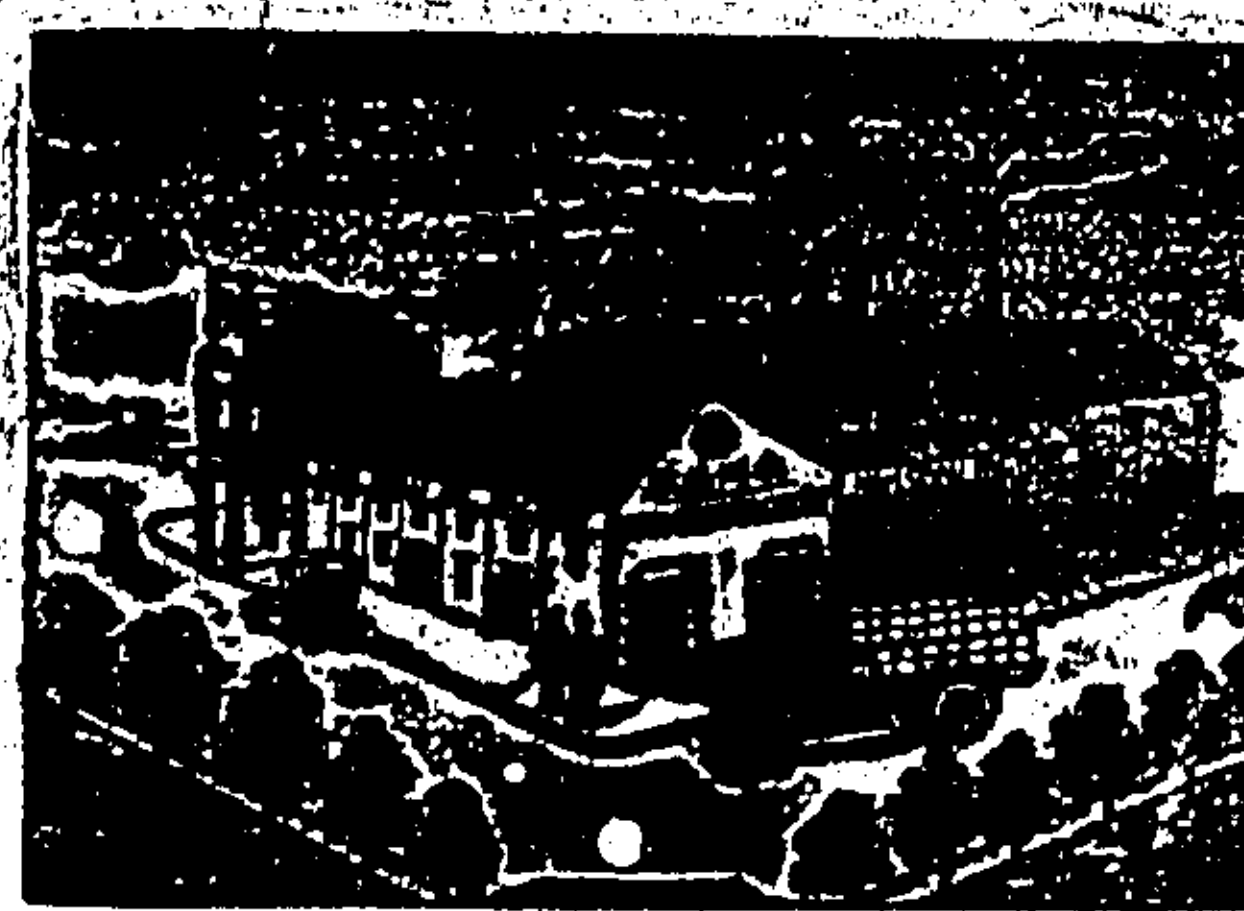
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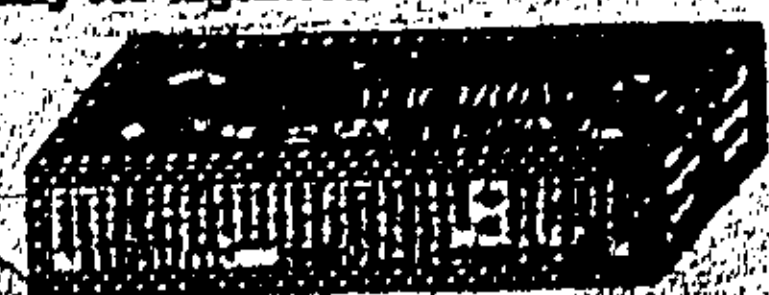
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COMMERCIAL FLYING IN CHINA.

LINKING UP HONGKONG, CANTON, MACAO, MANILA AND SHANGHAI.

MR. C. E. W. RICOU'S GREAT ENTERPRISE.

Only the other day there arrived in Hongkong the largest shipment of aircraft ever exported from the United States. The shipment, valued at half a million dollars gold, was consigned to Mr. C. E. W. Ricou of Hongkong and Macao. It was unloaded from the decks of the s.s. *Dacre Castle* at the Kowloon wharves and from thence was transhipped by lighter to Macao to form the nucleus of a commercial aviation service to link by what is described as "the swiftest, surest, safest and most modern method," the cities of Macao, Hongkong, Canton and Shanghai. Eventually it is the intention to include Manila, Haiphong and Saigon in the itinerary as well as some of the intermediate China Coast ports en route to Shanghai.

The unloading of the *Dacre Castle* cargo was itself a spectacle, the huge cases, some 144 in number, containing—

Five Curtiss H-16 Flying Boats.
Two Curtiss H-8 Flying Boats with wireless equipment.
Three Aeromarine 39-B pontoon Airplanes.

One Boeing Seaplane.
Eleven flying machines in all and accompanying them were hanger and motor shop machinery and tools, truck-layer type tractor for pulling aircraft on trucks out of the water and about hanger yard, handling trucks for all Curtiss machines, enough aerobols to completely refit the Curtiss and Aero-marine, enormous quantities of wire, spark plugs, dope, glue, tape, instruments, etc., one hundred extra propellers and ten extra motors complete.

The shipment was made by The Guy T. Slaughter Company of San Francisco and New York, and to Mr. Slaughter, the head of the corporation, was entrusted the task of selecting the necessary pilots. Mr. Ricou's imperative instructions were to choose only men who were navigators and good seamen, as well as good aircraft pilots of long experience in operating the types of boats purchased and his instructions have been carried out to the letter.

Mr. L. A. Southwick, who for many years superintended the construction of flying boats in the Curtiss works, was engaged from many applicants as mechanical superintendent and is now in charge at Macao with a staff of five pilots and five expert assistant mechanics, a complete organisation sufficient for all immediate needs. These men are at present busy, some of them assembling the machines for duty and others mapping and making the other preparations and studies that are necessary to the maintenance of a regular aerial service.

Special attention is directed to the large type H-16 flying boats, of which there are five. These big craft must be operated almost entirely by instruments, their size and weight making it so that few operators by "feel" alone. Practically the only men who meet these requirements are those who served during the war in the Naval aviation branches of the United States, England and France.

Mr. Ricou, to whom credit must be given for pioneering this field in Asia, has unbounded faith in the commercial success of his enterprise, and expects to extend his field as rapidly as the necessary arrangements have been made with port authorities and the other Government officials for landing privileges.

Embracing as it does, Macao, Hongkong, Shanghai, Manila, Haiphong, etc., the international character of the enterprise will be readily appreciated. The Foreign authorities of Macao, have welcomed it with open arms; the British authorities of Hongkong have offered no objection, provided that certain fortified areas are avoided; Shanghai is a willing and eager patron, and Mr. Ricou is at present in Peking with a view to enlisting the support of the Chinese authorities.

Mr. Ricou is not waiting to see if his initial lot proves profitable but, fully convinced of his ultimate success, is already planning for more equipment and extension of the projected service. The possibilities have all been carefully calculated, and Mr. Ricou may be credited with a thorough knowledge of his subject. He is himself a mechanical engineer by education and training. His large interest in Macao and Hongkong are familiar to everybody, the electric power and ice plant, of the Portuguese Colony owe their existence and success to his unbounded enthusiasm, energy and enterprise. His ideas of utilizing aircraft date back to the Spring of 1914, at which time he went to France to learn to fly and arrange for the necessary equipment to start an aircraft line along the China Coast. While he was in France, his native country, the war broke out, and like the patriot he is, he immediately offered his services as an aviator. He served with distinction both in France and on the Salonica front, was wounded and was later assigned the command of the French aviation forces in Indo-China. After the armistice he again picked up the strings of his commercial aviation plans and during a visit to the United States last year arranged with Mr. Guy T. Slaughter for the equipment and for the men who are now at Macao waiting at the leash, as it were, to make a start.

SPORT.

CRICKET.

LEAGUE MATCH.

HONGKONG C.C. v. CRAIGENGOWER.

If it had been possible to play the above match to a finish, it is more than likely that the Craigenower Club would have had to add one to the list of defeats they have suffered this season. The Club team started well, but tailed off badly, and should have scored more than 175 runs. Mitchell's innings was a particularly attractive one. Craigenower started very inauspiciously, losing five of their best men for only 21 runs. Free hitting by Hall and Lammert retrieved the fortunes of their side, and when stumps were drawn, Craigenower had 54 runs to make "with four very feeble wickets in hand." The match ended in a draw.

Scores:—

H.K.C.C.	
E. J. R. Mitchell, c M. H. Abbas, b	42
Y. Abbas	11
C. Blaker, c Goldenberg, b Omar	11
R. A. Brand, b Omar	14
E. W. Day, c M. H. Abbas, b Omar	24
F. J. de Rome, b Y. Abbas	5
A. B. Raworth, run out	5
B. A. Green, c Omar, b M. H. Abbas	26
H. A. Sawyer, c Jex, b Hall	6
P. E. de Paravicini, run out	8
C. V. Mark, b M. H. Abbas	1
P. Jacks, not out	5
Extras	29
Total	175

Bowling Analysis.	
	O. M. R. W.
Omar	17 3 39 3
M. Abbas	12 0 33 2
Lammert	4 0 24 0
Y. Abbas	6 0 40 2
W. Hall	1 11 1

CRAIGENGOWER.	
R. Basa, b Brand	1
M. H. Abbas, c de Rome, b Day	1
F. G. Thompson, b Brand	2
S. Jex, b Day	2
U. Omar, c Raworth, b Brand	2
W. Hall, not out	34
L. Lammert, b Brand	67
Extras	18
Total (for 8 wickets)	192

Y. Abbas, D. K. Kharas, J. Goldenberg and M. Pina did not bat.

Bowling Analysis.	
	O. M. R. W.
Day	16 7 32 2
Brand	15 4 25 4
de Rome	6 1 24 0
Mitchell	4 0 23 0

FRIENDLY MATCHES.

CIVIL SERVICE DEFEAT THE INDIANS.

Forced by circumstances to play a very weak team against the Civil Service on Saturday, the Indians got severe leather-hunting. A. H. Rumjahn, D. Bumjahn, G. C. Earle and A. A. Rumjahn were all absentees, and the Indians were weak in both departments. The Civil Service took first knock. Wood and Bradbury took a long time to get settled down, and the runs came slowly. Bradbury was out when he had made 39 and then Wood and Hutchinson, in partnership, knocked the bowling about till the score rose from 69 to 210. The fielding was not good. Wood gave a catch when he was in the twenties and Hutchinson gave two or three possible chances in the outfield. Just as they were on the point of declaring their innings closed, Hutchinson was bowled by Andrew. The Indians fared poorly in batting, one man playing on and another being bowled off his pads. The innings realised 23 runs only and the Civil Service won by 187 runs. The Indian Club are hoping for their revenge before the season terminates, and will then play their full team.

Scores:—

CIVIL SERVICE.	
B. W. Bradbury, l.b.w., b S. H. Ismail	31
A. E. Wood, not out	82
R. O. Hutchinson, b Andrew	76
Extras	15
Total (for 2 wickets)	210

Bowling Analysis.	
	O. M. R. W.
Al el Arculli	9 1 29 0
A. L. Andrew	10 3 0 12 1
S. H. Ismail	3 0 22 1
S. D. Ismail	6 0 41 0
N. M. Bux	6 0 41 0

INDIAN RECREATION CLUB.

S. H. Ismail, run out	1
A. L. Andrew, b Edmonds	0
N. M. Bux, b Edmonds	1
O. Rumjahn, b Edmonds	10
A. el Arculli, not out	6
R. Nasrini, b Bird	3
S. D. Ismail, b Bird	0
B. A. Hyder, c Edmonds, b Bird	0
B. M. Moosa, c Hutchinson, b Bird	0
A. R. M. Samy, b Edmonds	0
A. N. Other, absent	0
Extras	2
Total	22

Bowling Analysis.	
	O. M. R. W.
Edmonds	7 4 16 4
Bird	8 1 14 4

CIVIL SERVICE "A" TEAM DEFEAT I.R.C. 2nd XI.

The Civil Service "A" team defeated the I.R.C. "A" team by 18 runs on Saturday. The Civil Service batting first scored 53 runs, Moodeen capturing three wickets for 9 runs and S. A. Ismail 5 for 23. The Indians fared worse, all being out for 40 runs. Taylor secured 5 wickets for fifteen runs. As there was sufficient time the two teams batted a second time. The Civil Service improved and collected 90 runs for four wickets, Haskett being not out for 30. The Indians replied with 75 for seven wickets. A feature of the match was the score of 41 by S. A. Ismail, who hit out lustily.

Scores:—

CIVIL SERVICE "A" TEAM.	
E. T. Crocker, b S. A. Ismail	9
F. Burden, b Ismail	10
E. Fincher, b Curcum	0
R. Duncan, b S. A. Ismail	6
R. Taylor, b Moodeen	7
McLeod, c Rahmed, b S. A. Ismail	2
G. Haskett, c Ismail, b Moodeen	1
Bacon, b S. A. Ismail	0
V. Hast, not out	11
Hamer, c Raseck, b Moodeen	0
Lobel, b S. A. R. Ismail	4
Extras	8
Total	58

Bowling Analysis.	
	O. M. R. W.
S. A. Ismail	11 2 23 5
J. Curcum	7 2 14 1
Moodeen	4 0 9 3
S. A. R. Ismail	4 1 4 1

I.R.C.	
S. A. R. Ismail, b Bacon	3
S. Rumjahn, b Taylor	1
S. Moodeen, c Haskett, b Taylor	8
S. A. Ismail, b Bacon	12
J. Curcum, b Taylor	5
A. A. Raseck, b Taylor	0
A. K. Rahmed, not out	9
Bux, b Taylor	0
A. G. Abbas, run out	0
A. N. Other, absent	0
Extras	0
Total	40

Bowling Analysis.	
	O. M. R. W.
Bacon	8 5 25 3
Taylor	7 2 15 5

FOOTBALL.

FINAL MATCH OF THE SEASON.

NAVY DEFEATS THE ARMY.

A large crowd, composed mainly of Service men, watched the Army v. Navy match on the Hongkong F.C. ground, and were rewarded with a game of football that compared favourably with any that has been played in Hongkong during the season just over. The Navy, now rich in football talent, were able to pick a team that was superior to the Army eleven. The latter were not the best possible eleven, for some of those who arrived on the *Professor* have not yet shaken off their sea-legs. Doubtless the next match—it is the general hope that the match will be made an annual event—will produce a closer game. The sailors' superiority was most marked in the forward line, the quintette indulging in numerous spectacular bouts of combination. The sailors were much elated over their victory.

The match opened fast, with the sailors making a dash for the soldiers' territory. Handford and Matthews combined well, and, between them, they dodged the half backs, and made straight for the goal. Frampton, the soldiers' right back, got in Matthews' way, and the latter quickly passed the ball to Handford who tipped it to Innes. Trapping the leather in fine style, the latter shot it towards goal. Green, the soldiers' custodian, jumped up to clear, and missed the ball by a couple of inches. It shot between his arms into the net for the sailors' first goal. This sudden goal within four minutes from the opening whistle proved a surprise to the spectators, who were for a while unable to believe that a goal had been scored. When the referee pointed to the centre of the field, the applause which greeted the sailors' goal was deafening. From the centre, Townsend and Menham attempted an invasion of enemy territory, but they failed when in front of the backs, because the other forwards were not in position to receive the ball when it was passed. Turner cleared with a hefty kick to midfield, and this set things going at a terrific pace down the left wing. After dodging Frampton, the sent in another of his well timed, tries shots, but this time Green stopped it, at the expense of a corner. The kick was well taken, but Hopper got his head to it, and sent the ball out, giving Henwood possession. The latter, passed to Townsend, but before the Army captain could trap the ball, Niles robbed him of it, and returned it to the goal area, where after a melee Handford missed the net by a couple of inches. The soldiers again attacked, but as before, they failed in front of the backs. Townsend and Menham worked like niggers, but they received little support from the other forwards, with the result that they were always outnumbered when in front of goal, and robbed of the ball before they could be very dangerous. A bit of midfield play followed, and then the sailors again attacked. Their forward line combined well, the wings feeding their centre man accurately, and the latter not wasting much time in swinging the ball whenever he found it was impossible to get through the backs. Soon there was another siege of the soldiers' citadel, with the defenders

playing all they knew to prevent its downfall. They succeeded for a while, Green saving two very difficult shots, for which performance he was heartily applauded. When the soldiers next attacked, Townsend worked the ball up on his own, and when in front of the backs, he kicked the ball past them in the hope of being able to dodge round them and chase the ball. Unfortunately, however, he kicked too hard, and although he managed to break through the backs, he was unable to get to the ball in time to prevent Handford from running out of goal and clearing. The soldiers' halves supported their forwards very well in this attack, and very soon the ball was back to the goal's mouth, where Townsend had a glorious chance, but Beard stuck to him like a leech and gave him no chance. The ball went outside after hitting the outside of the net. With five more minutes to go before the half time, the sailors again made an incursion to the other end and were very soon past the backs. Handford shot, and Green stopped the ball, but before he could clear it, Handford had again pounced on the ball, and instead of shooting himself, he backed the ball to Matthews who shot it straight into an empty corner of the net. Spurred by this, the sailors again attacked, but the soldiers were determined that another goal would not be scored, and after a strenuous struggle, in which Green had some really hard work, the ball was cleared, and the soldiers, who for the first time since the opening of the match showed anything like combination, went away to the sailors' side. When in front of the backs, Townsend passed the ball to Walker, who stopped it smartly, and centred the ball. Unfortunately for his side, however, he was off-side when the ball was passed to him, and the referee ruled against him. Simultaneously with the whistle, Townsend netted the ball. The half time whistle came with the ball in midfield.

At the resumption, the soldiers pressed with keen determination and gave the sailors' defence a hot time, but Hayward proved to be a safe and cool goal-keeper, and saved without much difficulty. Much to the surprise of their supporters, when the sailors next attacked, they were completely out of combination, the inside men always forgetting their wingers, who were often very favourably placed, and would undoubtedly have done much towards increasing the side's score if only given a chance. This resulted in the sailors' attacks failing miserably, the backs seldom finding any difficulty in stopping their progress and clearing the ball. Both ends were visited in quick succession for the best part of twenty minutes with very little luck on either side, and then Townsend and Menham worked the ball into enemy territory between them, and by kicking a ball forward after drawing the backs towards him, Menham gave Townsend a chance of getting through. He stopped the ball at the right end of the goal, and despite the fact that he was a left kicker, he took a shot at goal, and despite the fact that he is a left kicker, he took a shot at goal with his right foot. Hayward made a great attempt to stop the ball, but he never touched it, and it found the net amid loud applause from naval as well as military men. After this, the sailors had the best of the play. They broke through time after time, and the soldiers' goal-keeper deserved all the applause he got for stopping the numerous shots sent towards him. Once, receiving the ball from Handford, Matthews took it to about a couple of feet from goal and then shot. Much to the surprise of every one, who thought a goal was inevitable, Green managed to stop the ball, and catching it on the rebound, he dodged Matthews and Handford and kicked away. Not long after, Niles returned the ball, however, and gave Handford obtained possession of the ball, and tipped it to Innes, who returned it immediately to him, and Handford shot with his right. Green did his best to save, but he never touched the ball, which bounded into the net for the sailors' third and last goal. The soldiers had the best of the play for a while after this, and Hayward received loud applause for the way he stopped a shot from Menham. When the final whistle came, it found the sailors making tracks towards enemy territory. The sailors, who were undoubtedly the best team, won rather easily by three goals to one.

THE TEAMS.

NAVY:—Hayward (Goal); Beard and Turner (Goal); Garride (Captain); Mc Gann (Tibiana, Capt.); and Niles (Fame); Hendry (Tibiana); Handford (Captain); Matthews (Captain); A. N. Other (Captain) and Innes (Fame).

ARMY:—Dr. Green (Wits); G. Frampton (R.G.A.) and Corpl. Hopper (R.A.S.C.); Corpl. Gordon (Wits); G. Henwood (R.G.A.) and Lieut. Donovan (R.G.A.); Pte. Walker (Wits); Bdr. Watson (R.G.A.); Corpl. Menham (Wits); Sergt. Townsend (R.E. Capt.) and Pte. Amor (Wits).

ROYAL HONGKONG YACHT CLUB'S WING.

We learn that Mr. D. K. Blair has received a telegram informing him that the Royal Hongkong Yacht Club annexed the International Yacht Club, the Double Sculls and the Senior Pairs in the Canton Rowing Club's Regatta last Saturday.

HONGKONG GYMKHANA CLUB

THE HON. MR. J. JOHNSTONE, WINS FIVE EVENTS.

RECORD CASH SWEEP PRIZES.

Patrons.—H.E. Sir R. E. Stubbs, K.C.M.G., H.E. Vice-Admiral Sir A. L. Duff, K.C.B., H.E. Major-General F. V. C.B., Commodore V. G. Turner, R.N., The Stewards of the Hongkong Jockey Club, (Ex-officio). The Hon. Mr. Johnstone, Mr. D. M. Ross, Mr. C. H. Blason, Mr. D. E. Clark, Mr. H. W. Dick, Mr. L. N. Lee, Hon. Secretary, Mr. H. B. L. Dowbiggin, Judge, Mr. D. J. R. Wyndham, Assistant Judge, Mr. R. Clark, Handicapper, Mr. D. M. Ross, in charge of the Scale, Mr. H. W. Dick, and Mr. C. L. Sanders, 1st Starter, Mr. H. J. Gedge, 2nd Starter, Mr. G. W. Gedge, Paddock, Mr. L. N. Lee, and Mr. C. H. Blason, Time Keeper, Mr. M. S. Salsom.

The second Gymkhana meeting, held on Saturday, proved an even greater success than the one held on March 20th, with the weather assisting in an admirable manner as any racing enthusiast could wish for. There were large fields for all the events, except, perhaps, for the Gymkhana Stakes in which only four ponies were entered, good finishes with a tinge of excitement, although in nearly every instance the favourite won, and, though the Pari-mutuel did not pay as high dividends as in the previous Gymkhana, yet those who were fortunate in winning a cash sweep received a sum, much above the usual figure at Gymkhanas.

H.E. the Governor and Lady Stubbs, attended by Capt. Warner, Private Secretary, were early arrivals, and remained in their stand till nearly all the races had been concluded. The Wiltshire Band was in attendance throughout the afternoon, and added to the interest of the occasion.

A feature of the afternoon's racing was the success of the Hon. Mr. Johnstone, who secured five of the six events in which he rode. In the first race Sandmartin defeated Blackbird Dahlia by three quarters of a length, with Pawnshop third. The backers of Pawnshop received \$32 each. In the Gymkhana Stakes, it was generally anticipated that Slam, who had been previously beaten by Spotted Sand by a short neck, would secure the award. Slam did not disappoint his backers, winning by a length. The marks earned to date for the Gymkhana Cup, show Slam 6 points and Spotted Sand 6 points. Both ponies are in good fettle. In the class "A" Handicap, (three-quarter mile), Alexander was badly left at the start, and was about three lengths behind when negotiating the straight. The excellent jockeyship of Mr. Johnstone, however, brought Alexander past the winning post a length ahead. He also won the fourth race on Burning Daylight and, in the Polo Scurry, managed to win by a neck on Brown Paper from Tallman. In the Handicap event, Target, magnificently ridden by Mr. Doyle, won by half a length, paying backers the good dividend of \$56.70. The last race of the day saw an exciting contest between Siamese Cat and Attraction Dahlia, the former winning by a length. The post dividend of the meeting was paid in this event. The cash sweep, however, which was won by an Indian lady, amounted to \$1,972.50.

THE RESULTS.

The results were as follows—

FIVE FURLONGS RACE.

Mr. L. N. Lee's Sandmartin, 158 lbs. (Mr. Johnstone) 1
Sir Paul's Blackbird Dahlia, 155 lbs. (Mr. Seth) 2
Mr. de Sousa's Pawnshop, 150 lbs. (Mr. A. de Sousa) 3

Mr. Spores' Pusseyfoot, 150 lbs. (Mr. Soares) 0
Mr. Jay Pee's Orion, 152 lbs. (Mr. Morrison) 0
Mr. Blank's Tredegar, 152 lbs. (Mr. Bell Irving) 0

Mr. Dalrem's Sinza, 147 lbs. (Mr. Remedios) 0
Mr. J. M. de Rocha's El Dorado, 150 lbs. (Mr. Doyle) 0
El Dorado took the lead, closely followed by Sand Martin and Blackbird Dahlia, with the others in a bunch. Nearing the bend Sandmartin, El Dorado and Blackbird Dahlia were running together, with Pawnshop in close attendance. In the straight El Dorado was left behind, while Blackbird Dahlia was taken out into the open. Sandmartin forged ahead, passed the Judge's box a winner by three quarters of a length from Blackbird Dahlia. Pawnshop, who had been keeping in the rear, came in third, one and a half lengths behind Blackbird Dahlia.

Time: 1min. 18secs.
Pari-mutuel. Cash Sweep.
Winner: \$7.50 Ticket No. 1
1, 6.20 311, \$1,199.80
2, 6.00 344, 342.00
3, 22.00 232, 171.40

Unplaced ponies (\$10 each).—Nos. 230, 227, 101, 380.

GYMKHANA STAKES.—One mile.

Hon. Mr. John Johnstone's Slam, 151 lbs. (Mr. Johnstone) 1
Mr. Soares' Spotted Sand, 152 lbs. (Mr. Soares) 2
Mr. J. de Vaux's Beggar King, 151 lbs. (Mr. Seth) 3
Mr. John Bell-Irving's Attraction, (late Attraction Dahlia), 151 lbs. (Mr. Bell-Irving) 0

Attraction took the lead, and when the Judge's box was passed for the first time had Slam a length behind, with Spotted Sand and Beggar King in attendance. At the gate the positions were reversed. Spotted Sand led, with Beggar King second and Slam and Attraction bringing up the rear. Past the rock the positions were maintained but at the bend Attraction seemed to be making great headway with Spotted Sand, Slam and Beggar King in a bunch. When in the straight, however, Attraction was left behind and the struggle was between Slam and Spotted Sand. Intense excitement prevailed, but Slam, well-ridden by Johnstone, passed his opponent and won an exceptionally good race by a length. Beggar King was third, many lengths behind Spotted Sand.

Time: 2mins. 6 2-5secs.
Pari-mutuel. Cash Sweep.
Winner: \$7.50 Ticket No. 1
1, 5.50 60, \$1,580.80
2, 5.50 317, 451.80
3, 5.50 109, 225.50

Unplaced ponies (\$10 each).—No. 255.

CLASS HANDICAP "A"—Three-quarter mile.

Hon. Mr. John Johnstone's Alexander, 150 lbs. (Mr. Johnstone) 1
Mr. G. C. Moxon's Louza, 150 lbs. (Mr. Timmis) 2
Mr. N. J. Stabb's Salamander, 155 lbs. (Mr. Bell-Irving) 3
Mr. T. W. Doyle's Wilkins Micawber, 156 lbs. (Mr. Doyle) 0
Mr. Towers' Pantile, (late Dunmore Dahlia), 148 lbs. (Mr. Morrison) 0
Mr. E. Des Vaux's Ludlow, 148 lbs. (Mr. Soares) 0

A streaky start. Louza got away well, followed by Pantile, Ludlow, and Salamander. Wilkins Micawber and Alexander, were left far away in the rear. At the rock the positions were the same. Negotiating the bend Louza still led. Salamander, running strongly, shifted into second position, with Ludlow, Pantile and Alexander at their heels. Wilkins Micawber was far behind the leaders. At the straight, however, calculations were upset. Alexander, who was not expected to be even placed, especially when he was badly left at the post, was magnificently ridden by Johnstone and overhauled and passed the post the winner by a length. Louza came in second and Salamander third, a length behind.

Time: 1min. 34 1-2secs.
Pari-mutuel. Cash Sweep.
Winner: \$23.00 Ticket No. 1
1, 7.10 71, \$1,701.70
2, 7.00 423, 486.20
3, 6.80 345, 243.10

Unplaced ponies (\$10 each).—Nos. 383, 513, 423.

CLASS HANDICAP "B"—Three-quarter mile.

Hon. Mr. John Johnstone's Burning Daylight, 159 lbs. (Mr. Johnstone) 1
Mr. John Bell-Irving's Wee Mouse, 159 lbs. (Mr. Bell-Irving) 2
Mr. Nemaze's Sepand (late Sumatra Chief), 161 lbs. (Mr. Nemaze) 3
Sir Ellis Kadoorie's Algerian Chief, 154 lbs. (Mr. Doyle) 0
Mr. H. B. L. Dowbiggin's Moonshine, 152 lbs. (Mr. Seth) 0
Mr. Soares' Rowdy Child, 152 lbs. (Mr. Soares) 0

Mr. E. Des Vaux's Scotia Dahlia, 152 lbs. (Mr. Timmis) 0
Mr. S. E. Grimstone's Rebate, 147 lbs. (Mr. Grimstone) 0
Mr. J. M. de Rocha's El Dorado, 144 lbs. (Mr. Harriman) 0
Mr. Jay Pee's Orion, 144 lbs. (Mr. Morrison) 0

A bad start. Sepand showed the way for a while, with Algerian Chief and Moonshine in the leading bunch. At the rock Burning Daylight gradually worked up into line with the other ponies and then forged ahead, followed by Wee Mouse, Sepand and Scotia Dahlia. In the straight Burning Daylight was many lengths ahead of the other ponies and maintained that lead to the end. One length separated Sepand from Wee Mouse for second place.

Time: 1min. 38 2-5secs.
Pari-mutuel. Cash Sweep.
Winner: \$10.00 Ticket No. 1
1, 7.00 340, \$1,745.80
2, 6.40 312, 498.80
3, 6.70 538, 249.40

Unplaced ponies (\$10 each).—Nos. 39, 217, 323, 11, 414, 271, 542, 244.

POLO SCURRY.—About 400 yards.

Hon. Mr. John Johnstone's Brown Paper, 156 lbs. (Mr. Johnstone) 1
Major A. W. Timmis's Tallman, 150 lbs. (Mr. Timmis) 2
Mr. Seth's Cannon, 156 lbs. (Mr. Seth) 3
Mr. S. E. Grimstone's White Fang, 156 lbs. (Mr. Grimstone) 0
Mr. Nemaze's Tejand, 156 lbs. (Mr. Nemaze) 0

Mr. John Bell-Irving's Ringwood, 156 lbs. (Mr. Bell-Irving) 0
Lieut. J. M. Doddington's Murphy, 156 lbs. (Lieut. Doddington) 0
Lieut. A. J. Samut's Tonic, 156 lbs. (Lieut. Samut) 0
Lieut. Walsford's Turt King, 156 lbs. (Lieut. Walsford) 0

The ponies started in a bunch, but Brown Paper, Tallman and Cannon got well away. A tussle between Brown Paper and Tallman resulted in the former winning by a neck. Cannon was half a length behind Tallman. Ringwood came in fourth, losing third place by about half a head.

Pari-mutuel. Cash Sweep.
Winner: \$7.50 Ticket No. 1
1, 5.10 165, \$1,737.80
2, 7.40 165, 510.80
3, 6.70 870, 255.80

Unplaced ponies (\$10 each).—Nos. 412, 274, 424, 298, 472, 104.

(Continued at foot of next column.)

THE STRIKE.

MEN REJECT AN IMPROVED OFFER.

The fitters of the Telephone Company, about 200 in number, joined the strike on Friday, without any definite notice to the manager of their intention. The fitters are, however, also the exchange operators. The telephone service will be continued by the European Staff, but any repair work will have to stand over.

Thirty "outside fitters" in the employ of the Hongkong and China Gas Company have also joined the strike movement. Their departure will make little or no difference to the supply of gas throughout the city, but inconvenience will be felt by those whose lights or meters require attention.

The Peak Tram service, which is being run by men of the Royal Navy, has been maintained until further notice. The first car starts at 7.30; no cars run between 10.30 and 12.30 and none between 2.30 and 4.30. The last car leaves at 8.30.

have received from the Hon. Mr. E. Hallifax, Secretary for Chinese Affairs, the following communication:—

A meeting of employers was held to-day (April 17th) at the office of Messrs. Jardine, Matheson & Co., Hon. Mr. J. Johnstone presiding, to meet the representatives of the men who had been elected and sent to Hongkong by the Fitters and Turners Guild in Canton. The Secretary for Chinese Affairs was present. The representatives in number—stated that they were fully empowered by the whole body of the men to discuss and settle final terms.

After preliminary discussion, an offer by the employers of a graded percentage increase varying from 33 1/2 per cent. to 30 per cent. for men on present salaries of from 70 cents to \$1.55 per diem, and falling to 20 per cent. only for the few highest paid men, was rejected. The men asked for a flat percentage rate of increase, and set their figure at 37 per cent.

The whole question was reconsidered and an offer of 32 per cent. increase throughout was made, and after further discussion rejected by the men's representatives. The meeting then terminated.

HANDICAP.—From two-mile post to end of round and in.

Mr. Thomas' Target, 152 lbs. (Mr. Doyle) 1
Sir Paul's Blackbird Dahlia, 156 lbs. (Mr. Seth) 2
Mr. John Bell-Irving's Brutus, 159 lbs. (Mr. Bell-Irving) 3
Mr. G. C. Moxon's Louza's 156 lbs. (Mr. Timmis) 0

Mr. Soares' Pusseyfoot, 148 lbs. (Mr. Soares) 0
Mr. de Sousa's Pawnshop, 147 lbs. (Mr. Soares) 0
Mr. Dalrem's Sinza, 145 lbs. (Mr. Remedios) 0

There were two false starts. Louza gave considerable trouble and ran away at the gate before he could be controlled. When the ponies passed the Judge's box for the first time Louza was in the lead, with Blackbird Dahlia, Brutus, and Pusseyfoot at his heels. Target was in the rear, about a length away from the second bunch. The same positions were maintained at the rock, but when negotiating the bend, Target went up to fourth place.

In the straight Target shot ahead, with Blackbird Dahlia, Louza being next. About 100 yards from the tape Brutus, coming up strongly, secured second position. Blackbird Dahlia however, who was running third, managed to overtake Brutus and looked like overhauling Target, but the latter managed to pass the post half a length ahead. Brutus was third, a length behind Blackbird Dahlia.

Time: 2mins. 25 1-2secs.
Pari-mutuel. Cash Sweep.
Winner: \$56.70 Ticket No. 1
1, 12.50 61, \$1,713.60
2, 7.10 60, 489.80
3, 8.90 67, 244.80

Unplaced ponies (\$10 each).—Nos. 282, 183, 492, 322.

HANDICAP.—One and a quarter mile race.

Mr. Soares' Siamese Cat, 154 lbs. (Mr. Soares) 1
Mr. John Bell-Irving's Attraction (late Attraction Dahlia), 159 lbs. (Mr. Johnstone) 2
Mr. Moonraker's Savernake, 151 lbs. (Mr. Seth) 3

Mr. T. W. Doyle's Wilkins Micawber, 154 lbs. (Mr. Doyle) 0
Mr. John Bell-Irving's What Is It, 151 lbs. (Mr. Bell-Irving) 0
Sir Ellis Kadoorie's Algerian Chief, 145 lbs. (Mr. Nemaze) 0

A good start. Algerian Chief took the lead with What Is It, Siamese Cat, Wilkins Micawber and Attraction in a bunch. At the gate the same position, but at the rock Savernake, who was in the rear, managed to secure fourth place, with What Is It in close proximity. In the straight Siamese Cat, Attraction and Savernake left the others and the race resolved itself into a contest between these three. Siamese Cat gained the verdict by a length and a half; three quarters of a length separated Savernake from Attraction.

Time: 2mins. 42 2-5secs.
Pari-mutuel. Cash Sweep.
Winner: \$10.00 Ticket No. 1
1, 5.10 653, \$1,973.80
2, 5.10 39, 63.80
3, 5.10 187, 231.80

Unplaced ponies (\$10 each).—Nos. 545, 271, 545.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—I am very pleased that Mr. Pollock is asking for "light" on the reasonableness of the men's demands. Very few people seem to realize how much harder the food and rent conditions have made the cooler than they have the higher paid fitter. The question of determining exactly how the increasing costs have affected the different workers in terms of percentage on their wages is not, of course, an easy one, due to the difficulty in getting the true evidence by simple interrogation.

I have been able, however, by cross checking, and from independent witnesses, to draw up the enclosed table "A" which I am now satisfied gives an approximately correct analysis of the five cases given.

With the information that during the past six years rents have advanced on an average 33 1/2 per cent., Rice 100 per cent., Provisions 25 per cent. and Clothing 10 per cent. on their normal prices, which, of course, equals 25 per cent., 50 per cent., 20 per cent. and 9 per cent. on their present values, and applying these figures to the table "A," we are able to get more "light" on the subject than it is possible to get by bare assumptions and unsupported statements.

By application of the above method we arrive at the following answers to the following question:—

Question.—To cover the increased cost of rent, rice, provisions and clothing, by how much per cent. would wages require to be increased?

Answer.—

TABLE "A."
(1)—For the \$30.00 a month fitter with out dependents—\$3.70=12 per cent.
(2)—For the \$30.00 a month fitter with wife living in the country—\$4.12=14 per cent.
(3)—For the \$30.00 a month fitter with wife and two children living in Hongkong—\$7.60=25 per cent.
(4)—For the \$12.00 a month coolie with out dependents—\$2.00=24 per cent.
(5)—For the \$12.00 a month coolie with wife living in the country—\$3.13=26 per cent.
(6)—For the \$12.00 a month coolie with wife and one child living in Hongkong—\$3.49=29 per cent.

The case of coolie W.S. in Table "A" is particularly illuminating; it is at first sight, paradoxical—the expenditure exceeding the income. Deeper enquiry into the case, however, shows that this coolie borrowed money from one of the numerous native lending societies, and repaid same out of the proceeds derived from the sale of three of his daughters, one in 1917 for \$50.00, one in 1918 for \$30.00, and one in 1919 for \$20.00. I am not, in any way, attempting to be humorous, but simply relating a fact which ought to move a heart of stone.

In face of the above, I have no hesitation in labelling the demand of the fitters for 40 per cent. as unreasonable. They should get something, but the case of the coolie who is unable at the moment to shout "Hands up!" should receive some consideration, and the settlement should be made from the standpoint of equity rather than that of expediency. It should be clearly understood that I am not in any way claiming the percentages given in table "B" as the ones that should be awarded to the strikers; they are merely given as facts which might be useful to you, sir, and to the public. The satisfactory settling of the terms would involve an impartial sense of justice, tempered by sympathy and generosity.

Yours, etc.,

ALBERT WOODALL SMITH.
Hongkong, 18th April, 1920.

TABLE "B."

Case and Rating. To S. 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NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of Members will be held in the Office of the Hongkong Jockey Club on SATURDAY, May 1st, at 12 o'clock Noon.

T. F. HOUGH,
Clerk of the Club.
Hongkong, April 19th, 1920.

HONGKONG VOLUNTEER DEFENCE CORPS.

NOTICE

THE CORPS having now been formed, MEETINGS will be held at the Headquarters on the undermentioned dates for the purpose of electing Officers and N.C.O.s. Lists of enrolments in the various Companies are posted at Headquarters, and a copy has been sent to individual members of each Company. Any member who has not received his copy can obtain one on application to Headquarters.

The following procedure will be adopted:—

Venue forms can be obtained at Headquarters.

The election of Officers and N.C.O.s will be as follows:—

Candidates must be nominated by one member and seconded by another member of the unit in which the vacancy exists, and sent to the Adjutant on or before MONDAY, the 2nd May. The names of candidates will remain posted on the Notice Board at Headquarters for 7 days, after which if more than one candidate for a vacancy has been nominated, a Meeting of the unit will be held when the candidates will be balloted for at such Meeting.

G. F. E. RAPSON, Bt. Major, Adjutant.

Hongkong Volunteer Defence Corps

Hongkong, April 17th, 1920.

HONGKONG DOG AND POULTRY SHOW.

1920.

THE FIFTH SHOW will be held (by kind permission of the Stewards of the Hongkong Jockey Club) within the enclosure at the Happy Valley on SATURDAY, May 1st, 1920.

Judging commences at 3 P.M.

Early entries have kindly consented to distribute the prizes at 4.30 P.M.

Entries close 3.4th April, at 7 P.M.

Entry forms for Dogs, Cats, Poultry and Pigeons may be had from the undersigned.

Entrance fee for Dogs, \$1.00; Cats, \$1.00; Poultry, 30 cents each bird; Pigeons 30 cents per pen.

Entrance fee should accompany form when sent in.

First and second prizes will be given in all classes and third prizes where there are sufficient entries, in place of certificates as in former years.

B. L. FROST, Hon. Secretary, c/o E. E. THELWATER & Co., Connaught Road Central.

Hongkong, April 17th, 1920.

SALE BY TENDER OF H.M. TUGS "ST. SAMPSON" AND "POET LANGLAND."

TENDERS are invited for the purchase of the above named Vessels with Engines and Boilers and various auxiliary machinery on board.

Full particulars of these Vessels and Conditions of Sale may be obtained on application to the undersigned.

Permits to view these Vessels and forms of tender on application only to the undersigned.

A deposit of \$1,000 is required before forms of tender can be issued for either of these Vessels.

The Vessels will be on view at Hongkong from the 17th March to the 15th May, inclusive, between the hours of 10 A.M. and 4 P.M., and tenders must reach the Commodore's Office, Hongkong, not later than 11 Noon, on Monday, the 17th May.

PARTICULARS OF TUG ST. SAMPSON.

Length between perpendiculars 125' 0"

Breadth extreme 20' 0"

Depth under deck of 8" Bar Keel 10' 0"

Tonnage according to British Rules, Gross 451.01 Tons.

Nominal Displacement 350 Tons.

At mean draft 13' 10".

Present mean draft 10' 0".

Where 10' 0" Hongkong.

When 10' 0" September 1919.

By whom 10' 0" Messrs. W. S. Bailey & Co.

Materials of Construction:—

Wood 10' 0" Fittings in Cabins, etc.

Iron 10' 0" General Fittings on deck, etc.

Steel 10' 0" Hull, Bulkheads, etc.

Decks 10' 0" Forecastle, Upper & Lower.

A single screw steel steamer of L.H.P. 150 fitted with internal electric lighting at 100 Volts.

PARTICULARS OF TUG POET LANGLAND.

Length between perpendiculars 105' 0"

Breadth extreme 20' 11"

Depth in hold (Bar Keel to Upper Deck) 13' 0"

Deck 13' 0" 10' 0" 10' 0"

Nominal Displacement 250 Tons.

At mean draft 11' 3".

Present mean draft 10' 8".

Where 10' 8" Hongkong.

When 10' 8" 1918.

By whom 10' 8" Messrs. W. S. Bailey & Co.

Materials of Construction:—

Wood 10' 8" Fittings in Cabins, etc.

Iron 10' 8" General Fittings on deck, etc.

Steel 10' 8" Hull, Bulkheads, etc.

Decks 10' 8" Forecastle, Upper & Lower.

A single screw steel steamer of L.H.P. 750 fitted with internal electric lighting at 100 Volts.

H. G. LOWE, Naval Store Officer, R.M. Dockyard, Hongkong.

Hongkong, April 17th, 1920.

NEW ADVERTISEMENTS

NOTICE.

PEAK TRAMWAYS CO., LTD.

COMMENCING SUNDAY, April 19th, and until further notice, the TRAMS will run only between the following hours:—

WEEK DAYS.

7.30 a.m. to 10.30 a.m.

12.30 p.m. to 3.30 p.m.

4.00 p.m. to 8.30 p.m.

SUNDAYS.

7.30 a.m. to 11.00 a.m.

12.30 p.m. to 3.30 p.m.

4.00 p.m. to 8.30 p.m.

773

NOTICE.

THE MOTHERS' UNION ANNUAL SALE OF WORK will be held on TUESDAY, April 20th, from 3 to 5 P.M., at the Helena May Institute. At 5 P.M., the monthly address will be given by the Bishop of Victoria, Hongkong.

The Annual Corporate Communion of the Mothers' Union will be held in St. John's Cathedral at 11 A.M. on FRIDAY next, April 23rd.

773

WANTED.

CRUISING YACHT, length approximately 35 feet overall, auxiliary motor if possible.

Apply giving all particulars.—

Box 768, Care of "Daily Press" Office.

768

TO LET.

FURNISHED FLAT in Central locality for Summer months or long.

Apply to—

X.Y.Z., Care of "Daily Press" Office.

770

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"FOOKANG"

having arrived from the above port, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Apr. 23rd, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, April 17th, 1920.

771

NOTICE TO CONSIGNEES.

S.S. "WEST NIGER" VOY 1-OUT.

FROM SAN FRANCISCO via JAPAN, PORTS, SHANGHAI and MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees are hereby notified that General Average has been declared and before delivery of Cargo can be given they must sign General Average Bond, furnish completed valuation statements and pay a General Average contribution of 1/10 of 1 per cent of the invoice value of the Goods.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on April 21st, at 10 A.M.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after April 21st, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY

Agents, Hongkong.

Hongkong, April 17th, 1920.

772

LOST.

LOST, stolen or gone astray in Kowloon one BULL BITCH, lemon and white. Answers to the name of Beauty. Finder please return to—

J. M. A. REMEDIOS, Old Supreme Court Building, or No. 2, Crosby Villas, Kowloon.

764

GENTLEMAN with long experience in export trade, wishes to open connection for the export of European goods to China and for the import of goods from China to England or the Continent. Advances on goods sent on consignment. Write to C. Heumann, 18, Upper Park Road, London, N.W. 2.

765

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.

Alexandra Buildings.

766

INTIMATIONS

WM. POWELL, LTD.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office on MONDAY, April 19th, 1920, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and Statement of Accounts to the 28th February, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 19th April, 1920, both days inclusive.

By Order of the Board of Directors, HARRY EYRE, Acting Secretary.

Hongkong, April 18th, 1920.

684

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

PROPOSED AVIATION CLUB FOR HONGKONG.

A MEETING will be held in connection with the above at the CHAMBER OF COMMERCE ROOM, Chartered Bank Building, on TUESDAY, APRIL 20th, at 5 P.M.

The Meeting is not confined to members of the Chamber and anyone interested in Aviation matters is specially welcome.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, April 18th, 1920.

768

KOWLOON BOWLING GREEN CLUB.

THE ANNUAL GENERAL MEETING will be held in the Club House on FRIDAY, APRIL 23rd, at 5.45 P.M.

BUSINESS:—

1. To receive Committee's Report and Statement of Accounts for year ended 31st December, 1919.

2. To Elect Officers and Reversers for ensuing year.

3. To Discuss Club business generally.

D. GOW, Acting Hon. Secretary.

750

HONGKONG SCHOOLS' ATHLETIC SPORTS.

THE ANNUAL ATHLETIC SPORTS for the combined HONGKONG SCHOOLS will be held on FRIDAY, APRIL 23rd, at the RACE COURSE. There will be the usual races for Past Pupils, namely, Two Miles Bicycle Race (Handicap), and Seven Furlongs Flat Race (Handicap).

The Entrance fee for these two races is 50 Cents, and the names may be given in on the field.

748

CHINA BORNEO COMPANY, LTD.

(In Liquidation).

NOTICE IS HEREBY GIVEN that a First Dividend, or return of capital, at the rate of \$17.50 (Seventeen dollars and fifty cents) Hongkong Currency, per Share, will be paid on and after SATURDAY, the 17th day of April, 1920, to Registered Shareholders upon application to the undersigned at the Office of Messrs. LOVE, BISHAM & MATTHEW, Chartered Bank Building.

Share Certificates must be produced for endorsement.

E. A. M. WILLIAMS, Liquidator.

Hongkong, April 18th, 1920.

767

WANTED.

SERVICES of NURSE on Post. Reply stating salary expected under—

Box 745, Care of "Daily Press" Office.

745

WANTED.

A CAPABLE GIRL with a knowledge of simple Bookkeeping who is also a moderately fast Typist.

Reply stating salary required to—

Box 763, Care of "Daily Press" Office.

763

WANTED TO RENT.

SMALL GODOWN on or near Water front. Immediate possession.

Apply—

Box 764, Care of "Daily Press" Office.

764

STREAM LAUNCH FOR SALE.

OUTLINE SPECIFICATION.

Length over all 55 feet

Breadth extreme 11' 1 inch

Depth of Hold 5' 6"

Gross Tonnage 23.01

Net Tonnage 10.57

Cylinders 2, 6' 4" x 12'

Boiler of Steel Round Horizontal

Multi-tubular

Diameter of Boiler 4' 6"

Length of Boiler 12' 0"

Working Pressure 120 lbs.

For further Particulars, Apply—

GORDON & COY., St. Georges Buildings.

760

FOR SALE.

ONE COLE AERO-EIGHT PASSENGER TOURING CAR, 1918 Model, fitted with wire wheels, complete with spare wheel, Tyre and Tube, front bumper, Bryon Motor meter, and cushion cover. Any reasonable offer accepted.

Apply—

SHEWAN TOMES & CO., Garage No. 7, Russell St. Tel. 648.

748

INTIMATION

ROBERT PORTER & CO'S

"BULL DOG" BRAND

GUINNESS STOUT

FINTS per case of 6 dozen ... \$26.50

per dozen ... \$3.35

SPLITS per case of 12 dozen ... \$28.00

per dozen ... \$2.35

SOLE AGENTS:

A. S. WATSON & CO., LIMITED.

HONGKONG.

TEL. 618

WINE AND SPIRIT MERCHANTS.

MARRIAGES.

HEATHCOTE—BRANDT.—In London, on March 4th, Lieut.-Col. J. R. CAMPBELL HEATHCOTE, Queen's Own Cameron Highlanders, to MARY GERTRUDE, daughter of late Mr. Oscar Brandt, and Mrs. James Mooney, of Shanghai, China.

SNYDER—FORRESTER.—In London, on March 6th, Lieut.-Col. H. E. SNYDER, R.N., to VIOLET, third daughter of late William Forrester, of Shanghai, and Mrs. Forrester, Folkestone.

DEATHS.

HENNING.—At Burmah-on-Sea, on March 4th, Commander G. C. HENNING, R.N.R., over 50 years in P. & O. Company.

MIDDLETON.—At Worthing, on March 5th, suddenly, SALOME ELIZABETH, wife of Osbourne Middleton, late of Shanghai.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. JORDAN OFFICIALS: 111, PRINCE STREET, R.O.

The Daily Press.

HONGKONG, APRIL 19th, 1920.

THE LOCAL BOARD OF EDUCATION.

THE Board of Education appointed by His Excellency THE GOVERNOR for the purpose of assisting the Director of Education with advice on matters pertaining to the development and improvement of education in the Colony has held its first meeting and the Director of Education has sketched in rough outline the scope of its functions. A number of well-known residents in the Colony have been appointed to serve on the Board, and we suppose that the Board will be of a more or less permanent nature. We remember another effort of the kind on the part of the Government, about three years ago, but are not aware whether any practical results followed the recommendations of the gentlemen who formed the Committee and expended much energy in visiting the different schools. This new "Board of Education" may, or may not, be called upon for an annual report. We have confidence in the ability of such individual members as the Rev. Dr. PRITCHARD, Mrs. ALICE HICKLING and the Hon. Mr. LAU CHU-PAK, but we confess to a feeling of deep disappointment concerning the composition of the Board as a whole. There is a most glaring oversight and we venture to hope that H.E. THE GOVERNOR will recognise it now that it is mentioned, and that he will rectify it as soon as possible. We have repeatedly

urged that it is imperative for the proper development of local industries, and also for the extension of British trade with China, that more attention should be given to the teaching of elementary scientific principles in the local schools. As far as we are aware, there is no one on the new Board of Education who knows anything about that subject: indeed, there seems to be only one individual, so far as we can gather from enquiries, who has any idea of science at all. It is not unlikely that that one person knows nothing about scientific education. In any case, we venture to submit that there is available more than one person in the Colony who has made a study of teaching scientific principles and who would give valuable assistance in this matter to the Director of Education. We do not profess to have studied closely the teaching of science in the local schools, but we understand that the subject is the Cinderella of the curriculum of the few institutions which make the attempt to teach it. It would be of interest to know how many of the

SERIOUS OUTLOOK IN GERMANY:

PREPARATIONS FOR CIVIL WAR:

ANOTHER REACTIONARY COUP IN VIEW.

MORE RAIDS IN IRELAND:

MAIL TRAIN HELD UP BY ARMED MEN.

AMERICAN STRIKERS FIGHT VOLUNTEERS

LATEST CABLES.
[THROUGH ANOTHER AGENCY.]

THE SITUATION IN GERMANY FRESH REVOLUTION IMPENDING.

BERLIN, April 14th.

The *Freihand* makes sensational disclosures as regards a fresh coup d'etat which is impending. The plan is to start a revolution in the rural districts and surround Berlin, forcing it to surrender. The Labour leaders will be given short shrift, and assemblies made impossible by the use of gas bombs. The date has not been fixed.

MORE GERMAN TACTICS.

The *Franke Zeitung* declares that the Government has addressed a Note to Paris urging the impossibility of carrying out the Naval Clauses of the Treaty. This is the sequel to the Reparations Commission, after investigation, summoning the Germans immediately to begin the transfer of the ships.

FEARS CONFIRMED.

PARIS, April 14th.

M. Millerand has announced that Lord Derby has presented information tending to confirm the fears of a fresh reactionary coup in Germany and asking France to participate with Great Britain in making strong representations regarding Germany's failure to carry out disarmament.

PREPARATIONS FOR CIVIL WAR.

BERLIN, April 14th.

Junipers and Spartacists are openly preparing for civil war and accumulating war material, aeroplanes and gas-bombs. The Junkers are planning to isolate and starve out Berlin and industrial cities. Estate owners in Pomerania are already holding back produce. Munich will, possibly, be the scene of the next revolt.

DANGER STILL THREATENED.

BERLIN, April 14th.

In the National Assembly, Herr Mueller said that danger still threatened, especially in Pomerania and Silesia, where the Baltic naval men were quartered. He warned the reactionaries that the general strike would be repeated if there was a repetition of the Leipzig adventure, and condemned the ambition entertained by reactionary supporters of the Officers' Corps to establish a military dictatorship, which was quite impossible in Germany.

FEAR OF REACTIONARY COUP.

LONDON, April 15th.

The Government has brought in 15 tanks, and 20 motor machine-guns to guard public buildings in anticipation of a reactionary coup.

SERIOUS OUTLOOK IN POMERANIA.

BERLIN, April 15th.

In the National Assembly, the Defence Minister, Herr Gessler, announced that he had ordered the arrest of Major Ehrhardt, Commander of the Baltic naval detachment, a portion of which was being conveyed to Muenster where the men would be disbanded and disarmed forcibly, if necessary. The news from Pomerania is of the most serious nature and he warned the Conservatives that the Government will not permit fresh disturbances. Government troops could not leave the Ruhr area, he said, until all the arms had been surrendered.

PARIS, April 14th.

A Havas message says:—Yesterday, in the Chamber of Deputies, M. Millerand traced the development of events in the Ruhr region that led to the French occupation of Frankfurt and other towns.

He concluded amidst rounds of cheering by a brief reference to the Franco-British incident. "I am happy to tell the Chamber," he said, "that after a frank exchange of views between the Cabinets of London and Paris, they are now in agreement and recognise more than ever the necessity of maintaining a cordial agreement in the settlement of the grave questions still outstanding in Germany and the world."

A GERMAN DARE.

PARIS, April 14th.

A Havas message says:—In the National Assembly, the Chamber for Herr Mueller, dared to accuse France of breaking the Treaty.

MALTREATMENT OF ENGLISH JOURNALIST.

LONDON, April 14th.

In the House of Commons, at question-time, Mr. Cecil Harmsworth stated that the German Government had apologised for the ill-treatment of Mr. Voigt, the correspondent of the *Manchester Guardian*, who was insulted and maltreated by German soldiers at Essen, and had ordered a strict enquiry.

ANOTHER INCIDENT.

PARIS, April 14th.

A Havas message says:—During the recent troubles, an Englishman taking a film was roughly handled. The Burgomaster tendered an apology to the British Consulate. An indemnity will be paid.

REICHSWERER TO BE WITHDRAWN.

PARIS, April 14th.

A Havas message says:—Information has been received in Paris to the effect that the German Government has at last given orders for the withdrawal of the Reichswere from the Ruhr District.

THE DUTY OF EVERY GERMAN.

PARIS, April 14th.

A Havas message says:—Herr Lerner, formerly head of the German Peace Delegation, speaking at a great meeting at Cologne, said that Germany would fulfil such conditions of the Versailles Treaty as she could, but it was the duty of every German to demand the revision of the Treaty.

DISARMAMENT OF GERMANY.

MR. CHURCHILL'S STATEMENT IN PARLIAMENT.

LONDON, April 15th.

In the House of Commons, Mr. Churchill stated that the Inter-Allied Military Commission has reported that the following German guns are available for destruction in accordance with the Treaty:—Field guns, 6,500; Field-Howitzers, 2,500; heavy guns, 5,000; while another 3,800 guns on the southern and eastern frontiers have to be handed over. Thus, altogether 17,500 German guns are being destroyed by the Inter-Allied Commission. The Air Ministry estimates that Germany has 15,000 aeroplanes available for war purposes. These are now being listed with a view to taking over by the Commission.

Mr. Churchill declared that the work was being accelerated with all possible speed. The German authorities were not controversial about the matter. He was quite satisfied with the course being pursued by Great Britain and France which was conducive to one of the most important objects they have in view, namely, the disarmament of Germany.

FLOATING DOCK TONNAGE TO BE TAKEN.

LONDON, April 15th.

The Council of Ambassadors has adopted the Naval Commission's report as regards Germany handing over floating dock tonnage. The Commission discovered 192,000 tons of it.

BRITAIN AND SOVIET RUSSIA

HITCH IN RESUMPTION OF COMMERCIAL RELATIONS.

COPENHAGEN, April 14th.

The Russian Trade Commission is anxious to get to London, but refuses to proceed without M. Litvinoff, whom the British refuse to admit. The Commission is trying to exercise pressure by declining to do business with British commercial travellers visiting here.

THE WAR ON BOLSHEVISM.

REDS OCCUPY ALEXANDROVSK.

CONSTANTINOPLE, April 14th.

The Bolsheviks are concentrating in the north of Crimea. The Reds occupied Alexandrovsk in the course of a naval engagement in the Caspian Sea.

RED NAPOLEON.

WARSAW, April 16th.

Following the heaviest fighting in Poland with occasional success, the Bolshevik army, under the well-known Commander, Kaneneff, nicknamed the Red Napoleon, has been badly defeated. The 41st Division, constituting the vanguard, was smashed, losing two commanders, eight guns and quantities of material. The next attack is expected north of Crispet, but the Poles are prepared and confident.

RISE IN BANK RATE

NOW PER CENT.

LONDON, April 16th.

The Bank rate is now 7 per cent.

UNREST IN IRELAND. SIXTY-SIX PRISONERS RELEASED ON PAROLE.

LONDON, April 15th.

In the House of Commons, replying to Mr. J. A. Clynes, Mr. Bonar Law read a message from Lord French, stating that following the precedent in the case of Alderman O'Brien (who was arrested on suspicion of implication in a conspiracy for the murder of Royal servants of the Crown in Ireland, and who hunger-struck in prison and was sent to a nursing home) the Governor of Mountjoy prison in Dublin has been authorised to liberate prisoners awaiting trial or deportation whom the doctors certified to be in imminent danger of death and requiring treatment which could not be given in prison.

Accordingly, sixty-six prisoners were released on parole for periods differing according to each particular case.

Owing to a mistake by the prison authorities, some of these 66 were convicted men, serving sentences, and who were in no way entitled to release on parole.

Mr. Bonar Law emphasised that this was not to form a precedent. The whole nation, taken with regard to hunger-striking was based on a decision with regard to ameliorative treatment. He denied that there was any change in the Government's attitude. The same course was followed as in the case of Alderman O'Brien.

The Government would be only too glad to change its Irish policy if the conditions changed, but they must take every precaution to protect life.

TREATMENT OF UNTRIED PRISONERS.

LONDON, April 15th.

It is understood that the Government has decided to modify the treatment of untried political prisoners in Ireland. Concessions are already operative. The Irish Strikers' Executive has appealed for the support of British Trade Unionists.

The military has decided not to prosecute the two Mountjoy prisoners who were discharged, including a hunger-striker. The *Times* expresses the opinion that the conditions of the Irish struggle are wholly unfavourable to the Government. The collapse of the hunger-strike will scarcely prove a serious deterrent to disorder; while, if it continues, the Executive will either be morally defeated, or, if the hunger-striker dies, the Executive will be faced with an outburst of Irish fury.

HUGE JUBILATING THROGS IN DUBLIN.

LONDON, April 15th.

Indescribable cheering followed the announcement of the release of the prisoners. Women fainted and access to Mountjoy Prison was impossible owing to the huge jubilating throngs. It is understood that General Macready was mainly responsible for producing the dramatic reversal of policy. He informed Lord French on his arrival that he must be given a clear field owing to his new position as Commander-in-Chief in Ireland.

The release is viewed as one of the most signal evidences in history of the power of national solidarity.

TROUBLE IN LONDONDERRY STREETS.

LONDON, April 14th.

In attempting to rescue Sinn Fein prisoners at Londonderry, crowds stoned the Police, who made twelve bayonet charges. The stoning continued. The military, with an armoured car, were called out, and fired forty rounds. Two civilians were wounded.

SERIOUS DISTURBANCE IN LONDONDERRY.

LONDON, April 15th.

Force rioting took place this evening in Londonderry near the prison between Unionists and Sinn Feiners. The military police with fixed bayonets separated the rival crowds.

CROWD FIRES ON POLICE.

LONDON, April 15th.

The police and military in dispersing a crowd, at Milton Malbay in Ireland, who were celebrating the release of prisoners in Dublin, were fired on from the crowd. The troops returned the fire. It is reported that three men were killed and others were wounded.

TRAIN HOLD UP IN CORK.

LONDON, April 15th.

Fifty armed men held up a mail train at Kinsale Junction, in County Cork, and seized all letters to the Bandon Police Headquarters.

INQUEST PAPERS DESTROYED BY RAIDERS.

LONDON, April 15th.

The offices of the Crown Solicitor, representing the Police, at the Inquest of the Lord Mayor of Cork, were raided, and all documents concerned with the case were destroyed.

MILITARY RAID IN DUBLIN.

LONDON, April 15th.

A big military raid took place on many small houses in the poor quarters of Dublin at 9 o'clock in the morning, and numerous arrests were made.

FUTILE ARRESTS.

LONDON, April 15th.

All but five of the one hundred persons arrested in the military raid in Dublin yesterday morning have been released. Eleven more hunger-strikers were released last night.

LIFE OF EARL KITCHENER SOME INTERESTING REVELATIONS.

LONDON, April 14th.

The *Evening Standard* is publishing extracts from Sir George Arthur's forthcoming "Life of Earl Kitchener" which show that Kitchener correctly forecasted the German strategy.

The French General Staff expected on invasion on the Meuse not on Belgium, but Kitchener anticipating a sweep of Belgium urged a British concentration at Amiens and not at Maubeuge, as he was convinced the latter would involve a retirement at the risk of the demoralisation of troops. Mr. Asquith declined to overrule the majority of the British and French experts, including Sir John French, in favour of Maubeuge, and Kitchener surrendered, with the result the Mons retreat.

As regards Kitchener's persistence that Sir John French should conform to French movements, Kitchener considered it essential to preserve Allied contact and co-operation at all costs.

LONDON, April 15th.

In an article in the *Evening Standard* Sir George Arthur, author of the life of Lord Kitchener, deals with the interview Lord Kitchener had with Sir John French (now Viscount) on April 14th, 1915, at which, according to Mr. Asquith, Viscount French assured Lord Kitchener that he had enough ammunition for the next advance.

Sir George Arthur contributes a new document, a letter written by Lord French on May 2nd, 1915, in which he says: "The ammunition will be all right." Dealing with the War Office record on the supply of munitions, Sir George Arthur says that Lord Kitchener complained of the absence of all machinery for producing munitions, and declares that the War Office, not Sir John French, first proposed the use of high explosive field-guns, but a hesitating reply was received from France, and Lord Kitchener called in Lord Moulton (Director-General of Explosive Supplies) who acquired and transported to England the Toul factory established by Germans in Rotterdam.

NYASSALAND BUDGET.

SIR J. D. REES' SUGGESTION.

LONDON, April 15th.

In the House of Commons Sir J. D. Rees suggested that the Governor of Nyassaland should be instructed to delay the imposition of an export duty on cotton until Parliament had approved of the levying of export duty on raw products from British possessions.

A PRESS LUNCHEON IN LONDON.

LONDON, April 15th.

Lord Athelstan, the Chairman of the Imperial Press Conference of Canada, was entertained to luncheon at the Savoy today, in connection with the British Newspaper Proprietors' Conference.

Lord Burnham presided, and the guests included the Duke of Devonshire, Lord Milner, Sir Edward Peckey, Sir Thomas Mackenzie, Sir Andrew Fisher, and the editors and managers of a hundred British Dominion newspapers.

Lord Burnham, toasting the guest of the evening, hoped that the Conference in Ottawa would continue the splendid work of the first Conference, for the general good of the Empire.

Lord Athelstan, replying, said that Britain was best able to state how the Press Conference would benefit the Empire. He expressed the opinion that it would be even more profitable if the Conference succeeded in increasing emigration, than in lowering the Press cable rates.

Lord Milner, toasting Canada, said that the war had witnessed the rise of a new and great power, destined increasingly to influence the Councils of the Empire and the world. The Press Conference was most valuable in establishing a community of ideas, to which might be attributed the marvellous way in which the whole Empire pulled together in the hour of trial.

In the absence of a common Council, the Empire depended largely on the success of the Empire Press for evolving a common stock of ideas regarding future great problems.

SLOUGH DEPOT.

NAME OF PURCHASER.

LONDON, April 15th.

It was announced in the House of Commons that the purchaser of the Slough Depot is Sir Percival Perry, the European representative of the Ford Company.

PROFITTEERING CHECK.

SUB-COMMITTEE'S RECOMMENDATION.

LONDON, April 15th.

The Profiteering Sub-Committee recommends a system of fixing retail prices as between the manufacturers, the wholesaler, the retailer, and the consumer, and finds that the fixation check undue inflation of prices in times of scarcity.

EXPLOSION IN BELGIAN TOWN.

TWO HUNDRED VICTIMS.

BRUSSELS, April 14th.

An explosion occurred in a chemical factory at Steenbeek. It is estimated there were two hundred victims.

SERIOUS SITUATION IN AMERICA. STRIKE MAY EXPAND INTO A REVOLUTION.

NEW YORK, April 14th.

The strike situation in the East is very acute, but it appears to have generally improved in the West, where the strikers in half-a-dozen cities and towns have resumed work.

Nevertheless, hundreds of thousands of men have now been rendered idle, owing to works closing down.

A strikers' meeting at Jersey City unanimously rejected all overtures of peace.

There were no untoward incidents, but six of the strike leaders of New Orleans have been arrested on a charge of interfering with the mails.

The Department of Justice officials in Washington announce that they have found evidence that the Industrial Workers of the World is inciting the strikers, and that there are signs of an attempt to expand the railway strike into a revolution.

GOVERNMENT CONTEMPLATING ACTION.

NEW YORK, April 14th.

Emulating Britain's example the Government is contemplating the mobilisation of 700,000 motor lorries for the conveyance of food.

The situation in the West has not changed. More trains are running to Chicago.

The strikers have increased in number in the East. One hundred thousand are idle in Detroit.

The strike is holding up raw material. One hundred students of the John Hopkins University have been permitted to replace the strikers in Philadelphia. The fifteen in the fifty-four store Woolworth building have struck.

BRITISH TREASURY BILLS.

LONDON, April 14th.

British Treasury Bills are raised by one per cent. to 64 per cent. for three months and twelve months' Bills.

"OUTLAW" OFFICIALS' ARRESTS.

CHICAGO, April 16th.

Six officials of the "outlaw" railway unions have been arrested on a charge of the violation of the law forbidding interference with the movement of food and fuel supplies.

Gruman, the President of the Yardmen's Association, which started the strike, has also been arrested.

The arrests of other strike leaders are proceeding. Prisoners have been liberated on a bail of \$10,000 each.

STRIKERS' NIGHT VOLUNTEERS.

NEW YORK, April 16th.

All reports indicate that the climax of the railway strike has been reached and the return of the workers has begun, especially in the Middle West. The strikers in the East gained some recruits but volunteers are helping to normalise conditions. The food problem in New York may be aggravated by the strike of truckmen who supply the markets. Police reserves have been called out to protect the volunteers who are temporarily replacing the truckmen in order to prevent looting. In the city many fights occurred.

WASHINGTON, April 14th.

President Wilson has nominated a Railroad Labour Board to consider the grievances of the strikers. The Board comprises three representatives of each of the public railroads and the employees.

ARREST OF NEW ORLEANS LEADERS.

NEW ORLEANS, April 14th.

As the Federal warrants have been issued for the arrest of the leaders of the contemplated strike called by the Railway Yardmen's Association, it is asserted that the men will be charged with attempting to interfere with inter-State commerce.

GOVERNMENT DISTRIBUTES BEEF.

NEW YORK, April 8th.

With a view to checking the upward trend of prices, in consequence of the strike, the Government is distributing 12,000,000 lbs. of beef at cost price.

The strike is spreading among longshoremen necessitating embargoes on freights which is affecting export shipping. So far no passenger lines have postponed sailings.

THE AMERICAN MERCHANT MARINE.

BIG PLANS IMMEDIATE FUTURE.

NEW YORK, April 14th.

Mr. Benson, in an address to the Marine League, declared that propaganda was being used against the American Merchant Marine in an endeavour to tear down what we are bent upon making permanent. A Merchant Marine of ships built in America owned by American capital, sailing under the American flag, and carrying the products of the country to all parts of the world.

He said that unity of action was necessary in order that the United States may profit by the Merchantmen, and take advantage of the big commercial opportunities resulting from the war.

ERIE-ONTARIO CANAL.

FEDERAL ENGINEERS' OBJECTION.

WASHINGTON, April 15th.

The Federal Engineering Corps has reported to Congress that it disapproved the construction at present by Government of a ship canal connecting the Lake Erie and Ontario, on the ground that such a waterway would not justify the expense until an outlet is provided for ships through St. Lawrence.

THE HOUSE OF COMMONS THE NORTH WEST CAMBERWELL BY-ELECTION.

LONDON, April 14th.

The by-election at North West Camberwell resulted as follows:—

Dr. MACNAMARA (Coalition Lib.)..... 6519
Miss LAWRENCE (Labour)..... 4738
Mr. J. G. CARROLL (Liberal)..... 3398

THE BASINGSTOKE BY-ELECTION.

The Basingstoke by-election resulted as follows:—

Sir A. HOLDEN (Coalition U.)..... 5519
Sir H. VERNY (Liberal)..... 5593
Mr. J. H. ROUND (Labour)..... 5338

NORTHAMPTON BY-ELECTION.

In the by-election at Northampton, the result was:—

Mr. C. A. MCCURDY (Liberal)..... 16,690
Miss BONDY (Labour)..... 13,679

AMERICAN COPYRIGHT LAW.

PROTECTION FOR BRITISH SUBJECTS.

WASHINGTON, April 15th.

President Wilson has signed the proclamation giving the American Copyright Law protection to all British subjects, excepting those in the Dominions.

THE EX-KAISERIN.

IMPROVEMENT IN CONDITION.

AMSTERDAM, April 15th.

A message from Amerongen says that the ex-Kaiserin's health is not disquieting.

MAIL AIRSHIP AFIRE.

FALLS BETWEEN TOULON AND RABAT.

LONDON, April 15th.

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S.S. "WEST INSKIP" --- --- --- End of April for San Francisco via usual ports of call.

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HONGKONG-CALCUTTA SERVICE.

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SCOTTISH LETTERSIR DONALD MACLEAN THANKS
GOD HE IS RELIEVED.

(FROM OUR OWN CORRESPONDENT.)

March 3rd.

Lord Rosebery once said that there were only two happy days in the life of a Cabinet Minister—one when he accepted the Seal of office from the hands of His Majesty and the other when he surrendered them on leaving office. We are not prepared to say that Sir Donald Maclean experienced any pleasurable emotion when he accepted the position of Chairman of the Independent Liberals, far less could it be said that it was one of the happy days in his Parliamentary calendar. But we in Scotland well know—he does not conceal it—that when he handed over the leadership of the Liberal group to Mr. Asquith, he found himself the happiest of men. Not that he had been a failure in the position in which fate placed him after the Liberal debacle. Far from it. By the general consent of the House he has filled the post of Liberal leader with conspicuous ability, courage, and industry, and members of all parties pay him a just tribute when they say that but for him the Liberal group would have been extinguished as a Parliamentary force. However, to-day he is happy, and he does not deny it, because his leader is back once more in the House, and daily speechmaking is for him no longer a necessity. Some men would have been jealous of being evicted from Parliamentary prominence. Sir Donald is too modest for that. Indeed, therein lies one of the reasons of his popularity. There was no affectation when Sir Donald Maclean declared that after the result of the Paisley election he felt very much like the Highland soldiers at Lucknow when the sound of the bagpipes of the relieving force came to their ears. He thanked God that relief had come.

PAISLEY INCIDENTS.
At the declaration of the poll at Paisley, Mr. Asquith and his party had a rather tumbled journey from the County Buildings to the Liberal Club, confetti and peacocks being lavishly showered upon them by the crowd. Fortunately, however, all the incidents passed off amid the greatest good humour.

At an evening meeting in the Town Hall two incidents brightened the proceedings. The first was the presentation to Mr. Asquith from an old Paisley weaver, of a medal which was described as representing four epochs in British history—the Magna Charta, the Reformation of 1534, the passing of the Reform Bill of 1832, and the election of Mr. Asquith for Paisley.

Later, Lady Bonham Carter received a Paisley shawl from the son of an old Radical, who was a political figure in 1832. She at once wrapped the shawl round her. "It makes me feel," she said, "as though I had been given the Freedom of Paisley."

SERIOUS SHIPPING DELAYS.

Some idea of the seriousness of the congestion at London Docks may be gathered from the following facts. The *Clan Robertson*, with a cargo of 37,500 cases of tea and a quantity of jute, arrived in the Thames on January 20th, and the *City of Canton*, with 45,000 cases of tea, arrived two days later. They were both unable to get berths, and lay in the river for over a month. Taking advantage of the facilities afforded at Glasgow, the Shipping Controller directed the cargoes to the Clyde, and the work of unloading will be commenced with the least possible delay.

GLENEAGLES TOURNAMENT.

Already there are indications that the golf tournament field at Gleneagles will be a representative one. An important feature will be the presence of American players, amateur and professional. Hagan, Barnes, Hutchinson, and others are due in this country at the beginning of May. An interesting addition to the international players in Scotland will be the Spanish Champion, Angel de la Torre Valderrama, of Madrid. He is already in this country, and although his scores are not beyond the capacity of the ordinary scratch man, he has yet to get on terms with his mallet. He states that he cannot judge distance here as he can do on the Madrid course, but he has a long acquaintance with our conditions should remedy that. Valderrama, like a well-known amateur here, plays with the lightest and shortest clubs, and he can get good results from implements that seem more suited to a juvenile, and can count on 240 yards from the tee on his own course. Spain is generally associated with torridors; a golf champion is a break away from tradition; and Valderrama should be a distinct novelty throughout the season.

A STEVENSON CLUB.

Under favouring auspices a Robert Louis Stevenson Club has been launched in Edinburgh. Although local in its beginnings, it embraces sympathies and purposes which extend over Scotland, and like the homage that is paid to "R.L.S." are not confined to this country. Though the Stevenson cult is to be found in all ends of the earth, there is no centre of attraction which can compare with Edinburgh. This "Master of Romance" loved the city of his birth and upbringing. He often grieved at the loss of his society, and his climate, but the roots of his being were firmly planted in its soil, and these early influences can be traced in all that he did, or wrote, or thought. Stevenson is sufficiently close to our own day to be a living memory to whom are attached many reminiscences and souvenirs, and one of the objects of this club is to gather these relics together. A considerable number of valuable manuscripts, pictures, and the like, are already in its possession, and Lord Guthrie, a valuable and interesting collection, at Strathclyde, the old home of the Stevensons, is placed at its disposal on loan.

PERSONALIA.

Field-Marshal Earl Haig has become President of the London Scottish Club now being formed by the London Scottish Territorial Regiment and various Scottish associations in London.

Lady Bonham Carter has been invited to contest South Edinburgh in the Liberal interest at the next election. She has already received invitations from one other Scottish constituency and seven English constituencies.

Sir John Anderson, K.C.B., who has been giving the most important evidence before the Commission inquiring into the taxation on war fortunes, is an old Scotsman, an old Liberal, and an old friend of the present Chief Secretary for Ireland, Mr. Ian Macpherson. Born at Eukbank in 1832, Sir John's first official appointment was to the Colonial Office, which he entered in 1866. He became Secretary of the Northern Nigeria Lands Committee in 1903, and Secretary to the African Currency Committee in 1911. Appointments in the office of the Insurance Commissioners and the Ministry of Shipping followed, and in 1919 he received his present office of Chairman of the Board of Inland Revenue, a post which he has reached at an unusually early age.

Captain James Alexander Guthrie, engaged in legal controversy with his wife at Calcutta, is son of the late Mr. David Charles Guthrie of Craigie, so he is a member of a family well known and socially important. Mrs. Dora Guthrie, the lady in the case, was an actress in London before her marriage. Sir Herbert Ogilvy and Mrs. David Charles Guthrie are being examined on commission agent the noble, which concerns money.

Major Charles E. Berkeley Lowe, R.G.A., who last week received the double honour of D.S.O. and M.C. from the hands of the King, is the elder son of a Brechin "bairn," Mr. Charles Lowe, who for many years represented the *Times* at Berlin. He joined up on the outbreak of war, and went to the front with the first draft of the London Scottish. He began as scout private under his younger brother, Secretary, Lieut. Norman McGregor Lowe, D.C.M., who was afterwards killed when acting as scout officer to the 1st Brigade. Major Lowe was then awarded a commission in the North Scottish R.G.A.

The late Mr. George A. Macbeth, shipowner, 65, Great Clyde Street, Glasgow, who resided at 40 Montgomerie Drive, has left £287,000. The late Sir David Stewart, of Banchory House, Kincardineshire, £70,893. The late Sir Kenneth Matheson, Bart. of Loch Aish, Ross-shire, £106,204.

MARRIAGES.

At St. Mark's Church, Portobello, on the 27th February, by the Rev. A. G. Buchanan, Chung Yik Wang, M.D., youngest son of the late Rev. Yik Cho Wang, Hongkong, to Florence Maud, second daughter of Mr. and Mrs. E. W. Rollard, Clifton House, Portobello.

At the Calendonian Station Hotel, Edinburgh, on the 25th ult., by the Rev. J. E. Wilson, North British Church, William Mackay Geddes, London, and Singapore, to Rose, youngest daughter of the late Thomas Fisk, Leith.

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"2 drops of 'Geta-It'—Corn is doomed" that way—effectively, thoroughly. Who gets corn on the foot, is sure to get it into a knot, and have to labor with troublesome, painful, greasy corns that rub off, stick, and cause pain and soreness. When you can peel off your corn or callus in one complete piece, peacefully and surely, with magic, simple, easy "Geta-It," it takes 2 or 3 seconds to get rid of it. You get it for 3 cents, and that is all. "Geta-It" does the rest. Get rid of that corn-painful one, so that you can work and play without corn torture. Be sure to use "Geta-It," it never fails.

"Geta-It" is guaranteed, money-back corn-remover, the only sure way, costs but 3 cents at Chemists and stores. Write to: "Geta-It" Co., Chicago, U.S.A.

Obtainable from all Chemists and Stores or MULLER & SHIPPERS (A.L.A.), Ltd., Prince's Bldg., Hongkong.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel. Write to: "Geta-It" Co., Chicago, U.S.A.

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.**

STRAITS & CALCUTTA	RAILINGS SUBJECT TO ALTERATION
KORE	"KWANSANG" Mon. 19th Apr. 3 p.m.
YOKOHAMA	"YATSHING" Mon. 19th Apr. 5 p.m.
HAIPHONG via HOIHOW	"CHIPSING" Tues. 20th Apr. Noon.
SHANGHAI	"TAKSANG" Wed. 21st Apr. 8 a.m.
STRAITS & CALCUTTA	"FOOSANG" Wed. 21st Apr. 11 a.m.
MANILA	"YUENSANG" Fri. 23rd Apr. 3 a.m.
SANDAKAN	"HINSANG" Tues. 27th Apr. Noon.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally sailing to Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through bills can be obtained and through Bills of Lading are issued to all Northern and Yangtze ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo.

HAIPHONG LINE.—One sailing per week between Haiphong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo transshipment through Bill of Lading for Kuala Lumpur, Labuan, Tawau and Labud, etc.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, sailings on Wednesdays and Saturdays.

CALCUTTA LINE.**S.S. "KWANSANG" & "FOOKSANG"**

will be despatched on or about April 19th & 21st respectively for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 211.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.**OUTWARDS.**

Vessel	Due Hongkong
"GLENICE"	19th May
"GLENADE"	23rd May
"GARMARTHNSHIRE"	18th May

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	19th May	Glasgow, London & Antwerp
"PROFESSOR"	23rd May	Glasgow, London & Antwerp
"GLENADE"	26th May	Glasgow, London & Antwerp

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.

(The Glen Line, Ltd.)

AGENTS: The Royal Mail Steam Packet Co.

(Owners of "Shire" Line)

Tel. No. 215, 216, 217, 218.

Cable Address

Kawakasa, Koba

Bentley's, A.B.C. 6th Ed.

and Scott's Codes.

Telephone: Sannomiy

2614, 2615.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP.....Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MASA ABE

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:-

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bunko, Koba.

AMERICAN & ORIENTAL LINE

For **HAVANA & NEW YORK** via Panama Canal.
S.S. "LUCERIE" April 29th.

Subject to change without notice.

**ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM ... "KAZEMBE" ... 26th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LTD.

or to Messrs & Co., Canton.

General Agents.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Ball
WUHU	"NINGPO"	On 19th April	Noon.
SWATOW and HANGKOW	"LUOW"	On 20th April	10 A.M.
AMOY, SHANGHAI & FUKOW	"SUIYANG"	On 20th April	4 P.M.
TIENHSIN	"HUICHOW"	On 22nd April	Noon.
SHANGHAI	"SUNNING"	On 22nd April	Noon.
SHANGHAI & TIENTSIN	"TEAN"	On 24th April	4 P.M.
AMOY, SHANGHAI & FUKOW	"SHANTUNG"	On 27th April	4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai (three times weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone 26

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY AND FOOCHOW
AND RETURN.**

(Occupying 8 to 10 Days).

"HAICHING" ... Capt. A. H. Stewart ... TUESDAY, 20th Apr. at 1 P.M.

"MORIAL TA" (Hailong) | Capt. Ed. Walker | FRIDAY, 23rd Apr. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIR & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKHALL S.S. CO., LTD.)

Sailings from Hongkong.

"CIT Y OF COLOMBO"	via Suez	12th May.
"EUR YMAHUS"	via Panama	27th May.
"TEL EMACHUS"	via Panama	2nd June.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars, apply to—
BUTTERFIELD & SWIRE or **THE BANK LINE LTD.** HONGKONG
or to **ONG AND CANTON** RESS & CO. CANTON.

P. & O. - BRITISH INDIA.**APCAR AND EASTERN &
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"DILWARA"	4,400	20th Apr. Noon	Spore, Colombo, Bombay.
"NORE"	6,700	8th May	MARSEILLES, LONDON & ANTWERP.

BRITISH INDIA-APCAR SAILINGS (South)

"MADRAS"	7,000	18th April Noon	Straits, Rangoon & Calcutta.
"GREGORY APCAR"	4,600	28th April	Do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th April	Sandakan, Thursday Island, Queensland Ports and
"EASTERN"	4,000	18th May	Sydney, Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"MUTTRA"	4,700	24th April	Shanghai & Kobe.
"NOVARA"	7,000	28th April	Shanghai & Japan.

* CALLS AT ANTWERP + CALLS MANILA.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable.
1st Saloon Passengers may travel by R.M.S. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

**FRANK-PACIFIC FREIGHT SERVICE**

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"EDMORE"	...	About April 20th.
"WEST HARTLAND"	...	About May 10th.
"ICONIUM"	...	About May 21st.
"CROSSKEYS"	...	About June 2nd.

For PORTLAND direct.

"COAXET"	...	About April 28th.
"WABAY"	...	About May 15th.
"MONTEAGUE"	...	About May 16th.
"ABEGGOS"	...	About June 20th.

Through Bills of Lading issued to Overseas Consignees.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, HONG KONG.

CHINA MAIL S.S. CO., LTD.

FRIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons. 10,000 tons. 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"

June 2nd. May 19th. May 15th.

An unsurpassed high-class passenger service.

O. H. HITTER, Freight and Passenger Agent

1 House Street. Tel. 1948.

**TOYO KISEN KAISHA.
SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
PERSIA MARU	9,000	April 19th.
KOREA MARU	20,000	May 3rd.
TENYO MARU	22,000	May 27th.
SIBERIA MARU	20,000	June 1st. (from Yokohama)
SHINYO MARU	...	June

* Omits Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO

SAN PEDRO, SALINO, CRUZ, BALBOA, ALLAO, ARICA

AND IQUIQUE

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	May 11th.
KIYO MARU	17,300	May 12th.
ANYO MARU	18,800	Sept. 8th.

Tickets are interchangeable with the Canadian Pacific Ocean Services. Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer Leaves Hongkong.

CHOYO MARU ... April or May.

For all information as to rates, freight space, sailings, etc., apply to—
Y. TSUTSUMI, Manager, King's Building.

Telephone 2374 and 2375.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.	STEAMERS & DISPLACEMENT	SAILING DATES
DESTINATION	"CORDILLERE" 10,000	On or about 25th April.
	"PORTHOS" 20,000	On or about 15th May.
	"AMAZONE" 10,000	On or about 8th June.

SHANGHAI (Only) ... "ANDRE LEBON" 20,000 ... On or about 25th April.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ, PORT SAID ... "ARMAND BEHIO" 10,000 ... On or about 11th May.

* calling at Haiphong

Cargo boat for EUROPE to call at MARSEILLES, and if sufficient inducement offered, GENOA, HAVRE, DUNKERQUE, and ROTTERDAM.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

H. RODENFUSER,

Acting Agent, Queen's Building.

Telephone 740.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"HAYAMA MARU" ... Tuesday, 4th May.

"HAYAMA MARU" ... Tuesday, 8th May.

* Call Marseille.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU" ... Wednesday, 28th May.

"TACOMA MARU" ... Middle of July.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"LUZON MARU" ... Beginning of May.

"SIAM MARU" ... Middle of May.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU" ... Sunday, 2nd May.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJIRI MARU" ... Monday, 17th May.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MILWAUKEE MARU" ... Saturday, 22nd May.

"CHICAGO MARU" ... Saturday, 5th June.

JAPAN PORTS—Mori, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.R.L. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 28th April.

For TAKAWA via SWATOW and AMOY.

"SOSEHU MARU" ... Thursday, 22nd April.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager, No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer [Arr. Hongkong from Australia] + [Lv. Hongkong for Australia]

"TAIYUAN" 18th May 24th May

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo loaded through to all Australian, New Zealand & Tasmanian ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

